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LESS ANXIETY FOR THE KING.

X-RAY EXAMINATION IN AFTERNOON.

NO APPRECIABLE AMOUNT OF PLEURAL EFFUSION.

BRIGHTER PROSPECT.

London, Dec. 7.
Radiographs of the King were again taken this afternoon at Buckingham Palace, a Red Cross radiographic car being drawn up in the precincts of the Palace, from which a cable was led into the King's bedroom.

It is understood that this X-Ray investigation, which was carried out by Doctor Graham Hodgson, of King's College Hospital, who performed the previous one, was for the purpose of examining the right side of the chest where the bacteriological infection has become localised and defined. Lord Dawson and Sir Stanley Hewett were present.

At 8.15 p.m. the following bulletin was issued:

"The King has not had a restful day. A radiological examination was carried out this afternoon. Neither this, nor the exploration by needle previously carried out, has disclosed any appreciable amount of pleural effusion. His Majesty's general condition remains unchanged." (Signed) Stanley Hewett, H. Graham Hodgson, Dawson of Penn.

It is learned to-night that the King's strength is well maintained, and an authoritative interpretation of to-night's bulletin states that the negative result of the experiments to discover pleural effusion means that ordinary treatment will be continued instead of an active treatment, which might have been necessary if more effusion had been found.

Quick Radiographs.

It is understood that the needle exploration was carried out by Sir Stanley Hewett and Lord Dawson during the morning.

The fact that His Majesty has not had a restful day was only to be expected after a needle exploration and an X-ray examination. During the hours of consultation to-night, Dr. Graham Hodgson was able to show his colleagues the radiographs taken in the afternoon, which were developed in the most expeditious manner known by means of the Red Cross car outfit.

A more hopeful tone is creeping into authoritative public utterances regarding the King's progress.

Happy Outlook.

For example, Sir Robert Armstrong Jones, the world-famous mental specialist, described the morning bulletin, which stated that the King had gained restful sleep, and that his general strength was maintained, as "the most comforting since the King's illness."

Lord Lee of Fareham to-night said that owing to medical science, there was now every prospect of a speedy and happy recovery.—*Reuter.*

Later.

"His Majesty's symptoms are improving and the situation is less anxious," says a message from Buckingham Palace, signed by a private secretary, and received by the Norfolk Yeomanry Old Comrades Association in reply to a message hoping for the King's speedy recovery.—*Reuter.*

Prince of Wales.

Suez, Dec. 7.
The Prince of Wales arrived this evening and met Lord Lloyd, the High Commissioner, with whom he proceeded by special train to Cairo. The Prince leaves Cairo to-morrow for Port Said, where in all probability, he will rejoin H.M.S. Enterprise.

Sir Godfrey Thomas, the principal private secretary to the Prince of Wales, has left for Brindisi to meet the Prince. Sir Godfrey Thomas is conveying a complete outfit of clothing, as the Prince in his rush home.

(Continued on Page 16.)

FORMER COUNCIL MEMBER.

TRAGIC DEATH OF MR. E. SHELLIM.

FALL FROM HORSE.

Many of the older residents of the Colony, especially amongst the business community, will learn with deep regret of the death of Mr. Edward Shellim, a former Director of Messrs. David Sassoon and Co., Ltd., and ex-member of the Legislative Council, news of which comes to hand in a Reuter message this morning.

The death occurred under somewhat tragic circumstances. Mr. Shellim falling from a horse which he was riding at Brighton and immediately expiring.

The late Mr. Shellim was extremely well-known both in Shanghai and Hongkong. Before coming to Hongkong he was a member of the Shanghai Municipal Council and also of the Chamber of Commerce.

Some years after coming to Hongkong as head of the local branch of Messrs. David Sassoon and Co., Mr. Shellim was (in 1913) invited to a seat on the Legislative Council, which he continued to occupy until the end of 1918.

He was also a member of the Court of the Hongkong University, a committee member of the Hongkong General Chamber of Commerce, and served on the committee of the Sailors' Home.

He was a director of many Hongkong Companies, whilst in 1908 and again in 1912 he was Chairman of the Court of Directors of the Hongkong and Shanghai Banking Corporation.

Both in business and social circles, the late Mr. Shellim was extremely popular, and his death will be greatly regretted by all who had the pleasure of counting him amongst their friends.

SERIOUS TAXICAB SMASH.

CAR WASHERS TRY HANDS AT DRIVING.

COLLIDE WITH A WALL.

Two taxicab washers have got into trouble through an ambition to become chauffeurs.

Instead of confining themselves to their legitimate job of cleaning taxis, they took one of these machines out of its garage at Russell Street in the early hours of this morning, and started on a drive which ended in disaster.

The vehicle had got as far as the Dragon Garage at Wongneichong when it crashed into a wall and was badly smashed. The two car-washers were unhurt.

A private ricksha, which was in the way of the taxi before it collided with the wall, was knocked over and considerably damaged.

The two car-washers were charged with taking out the taxi, one of the new Morris saloons, without authority, before Major C. Willson this morning. They were remanded.

NEW PENSION PLAN.

GRATUITY FOR WIDOWS.

The Gazette notifies that the Pension Minute is amended by the deletion of clause No. 19 and the substitution therefore of the following clause:

"A gratuity at the rate of one month's salary in respect of each complete period of three years' service may be granted to the widow of any officer who has continuously served on the temporary establishment of the Colony for not less than three years and who at the date of his death was in receipt of a salary not exceeding \$420 per annum."

AUSTRIA'S DEBT TO AMERICA.

NEW BILL ARRANGING THE SETTLEMENT.

Washington, Dec. 7.
The Ways and Means Committee of the House of Representatives has approved the Burton Bill for the settlement of the Austrian Debt at \$435,000,000 under a new agreement requiring an optional settlement within twenty or forty years.—*Reuter's American Service.*

REBELS ATTACKED FROM AIR.

PROGRESS OF AFGHAN LITTLE WAR.

LOYAL CHIEF'S SON CAUGHT AND SHOT.

KING'S HEAD PRICED.

Peshawar, Dec. 7.

The Afghan Government is now employing aeroplanes against the rebellious tribes active round Jalalabad, and fighting with the Shinwaris on a small scale continues.

The planes to-day carried out raids on the rebel villages, heavily bombing the places, and driving out the inhabitants. It is stated that only fifteen have been killed in the raids so far, though much property damage has been done.

Rewards Offered.

In reprisal, the rebels attempted to undermine the city wall at Jalalabad. They were attacked by the forces under Mirzaman Khanikar, whose son was captured and shot.

The tribal leader, Bachasaku, is believed to be behind the present troubles.

BIG LOSS OF TREASURY NOTES.

Disappeared Between London and Hongkong.

MILITARY SHORTAGE.

London, Dec. 7.

The loss of a consignment of Treasury Notes worth \$5,000, whilst in transit between London and Hongkong, is disclosed in the Treasury Cheque Account for 1927, which is issued to-day.

This has been written off as a loss in the Profit and Loss section of the Account.—*Reuter.*

troubles and it is reported that he has offered a reward for the head of King Amanullah.

Bachasaku's name is now posted up on the Kabul road with a reward for his capture offered.

Consul's Denials.

The Afghan Consul at Bombay has denied that the King's Palace at Jalalabad has been burned down. He stated that the Afghan Government had not interfered in the disturbances in Afghanistan, which were a matter of trivial opposition of the Zakkakel tribe to his own Government, the result of which was that the road to Peshawar was blocked.

Some Early Facts.

The Afghan Consul's statement hardly tallies with a detailed account of the trouble, received from Reuter's correspondent at Peshawar on Monday, which attributes the rebellion of the Shinwaris to objections to King Amanullah's "westernising" reforms.

The road from Dacca to Jalalabad was closed by the insurgents, who sniped the Afghan outposts, while it was also reported that King Amanullah was personally directing the campaign against them.

It was shown that the rebels had attacked the Provincial Offices and a hotel in the Baghikaukab, the British Post Office, the Civil Servants' quarters, and burned three lorries loaded with petrol.

Rebels Strengthened.

They also destroyed ten new Fiat motor-cars belonging to the Government, whilst the King's Palace, called the Sirajulmarat, was burnt.

A band of the rebellious tribes were dispersed on Saturday with ten casualties on either side, including an Afghan Colonel and a Sergeant-Major.

It has since been reported that the Shinwaris have been joined by the Whuglins and the Mohmands, and that Jalalabad is in a state of siege.—*Reuter.*

ANTI-WAR PACT IS DISCUSSED.

AMERICANS' CLOSE SCRUTINY OF BRITISH NOTE.

KELLOGG SATISFIED.

Washington, Dec. 7.

The Kellogg Pact for the renunciation of war as an instrument of national policy, which President Coolidge has urged should be ratified before the expiry of his term of office, was discussed by the Foreign Relations Committee of the Senate to-day.

The debate lasted in all for some ninety minutes. Mr. Kellogg and Senator Borah being among the speakers. Ultimately the matter was adjourned until Tuesday next week.

A very close scrutiny was given to the British Note in relation to the Pact, in which the British Government formally agreed to accept the Treaty on the understanding that it did not prejudice freedom of action in the defence of British territories.

Some of the members ventured a criticism, but both Mr. Kellogg and Mr. Borah emphasised that the condition did not change the meaning of the Treaty in the slightest degree.

Mr. Kellogg, in reply to questions, said the Pact could not affect the Monroe Doctrine.—*Reuter's American Service.*

SOVIET'S WORK IN COLOMBIA.

PITCHED BATTLE BETWEEN MOB AND SOLDIERS.

SERIOUS OUTBREAK.

New York, Dec. 7.

The uprising in Colombia, fostered by Communist agents, is developing seriously according to latest advices from Santa Fe de Bogota, the capital, and the Government has declared a state of martial law in the Province of Santa Marta, though the plantation strikers are still in control of the four towns seized on Tuesday.

In capturing the towns, the strikers disarmed the troops, and there was a severe conflict to-day between the banana plantation strikers at Seville and some of the disarmed soldiers. Several of the soldiers were wounded.

An hour or two later a pitched battle occurred between the soldiers and the strikers, the mob being the assailants.

Full details of the casualties are not available, but it is reported that eight of the troops were killed, and, over twenty wounded.—*Reuter's American Service.*

PROHIBITION ISSUE FOUGHT OUT.

"WETS" STAY PASSAGE OF APPROPRIATION BILL.

Washington, Dec. 7.
The "Wet Battalions" marshalled in full force in the House of Representatives to-day, were responsible for producing a heated debate on the Bill authorising the appropriation of \$513,600,000 to administer the Prohibition laws.

The opposition was so great that the passage of the Bill was prevented.—*Reuter's American Service.*

PEKING VARSITY TROUBLES.

GOVERNMENT WARNS THE STUDENTS.

Shanghai, Dec. 7.
In connexion with the troubles at the Peking University, a Nanjing telegram says that Mr. Tsai Yuan-pel, a former Chancellor, and Mr. Chang Mon-lin, the Chief of the Nanjing Education Department, have dispatched a joint cable to Peking warning the students that if they persist in refusing to accept the new Chancellor, Mr. Li Shih-teng, the National Government will take action.

CHINESE HAVEN OF REFUGE.

WEIHAIWEI'S GROWING PROSPERITY.

CHINESE WISH CONTINUATION OF BRITISH RULE.

NO RETROCESSION YET.

London, Dec. 7.

The Colonial Office has issued a report on Weihaiwei, which, with the surrounding area in Shantung Province, is held by Great Britain on lease.

The report shows how this area has been exempt from the horrors undergone by millions of people of the Province.

In 1927, Weihaiwei became a haven of refuge for numerous Chinese in Eastern Shantung, who found conditions in their own districts intolerable, owing not only to banditry, but also to the rapacity and misgovernment of their own officials.

Chinese Flock to Port.

The Chinese merchants in Chefoo and other places, who could not carry on business on account of the ruthless extortion practised by the local authorities, entered British territory and opened business in Port Edward, with the consequence that the port entered upon a period of prosperity and activity that it never knew in former years.

The report says it is estimated that the wealth and population of Port Edward have doubled in five years, and if present political conditions in Shantung Province remain unchanged, it is more than probable that the next five years will show a further equally remarkable advance.

Desire for British Rule.

The Chinese inhabitants make no attempt to disguise their hope that the British flag may long continue to afford them that peace and protection which they know they could not hope to obtain under the present Government of Shantung.

It may be recalled that Great Britain decided at the Washington Conference to restore Weihaiwei to China, but the stipulations which were then attached to the retrocession have not yet been fulfilled.—*British Wireless.*

Object of Lease.

The Weihaiwei territory was leased to Great Britain in 1898 "in order to provide Great Britain with a suitable naval harbour in North China and for the better protection of British commerce in the neighbouring seas."

It comprises an area of approximately 288 square miles, with an irregular coast line of 72 miles. It contains more than 300 villages, in which dwell the bulk of the population, estimated at over 160,000.

Negotiations for the retrocession of the territory opened at Weihaiwei in September, 1922, an Anglo-Chinese Commission holding several meetings. Unfortunately, in December a hitch occurred which necessitated the suspension of the negotiations while the matter was referred to London.

Provisional Agreement.

Negotiations were resumed in March, 1923, and finally on May 31st a provisional agreement was reached. This agreement was accepted by the British Government, but the Chinese Government later submitted a memorandum of modifications, fundamental in nature, which caused the matter to be referred to London again.

Under the provisional agreement, the territory was to be returned to China and to be kept as a separate administrative area so that the efficient administration might be maintained. In return, China was to loan to the British Government, free of charge, as a sanatorium summer resort for the use of the British Navy, a list of properties set out in the agreement, for a period of ten years, with option of renewal on the same terms, until such time as both Governments agreed to terminate the agreement.

Bulls and Innors

From the Office Butts.

Attatoy! Says the D. P. golf expert:— "One can only hope that one's opponent takes three putts rather than more frequently than one does oneself." Does one?

Despite vaccination, a Kowloon MacWhirter, he says the Hong-lady was able to attend a recent kong variety of sponge is very function, thereby causing a hitch absorbing.

MacWhirter wonders why the woman who loves the last word uses up so many before reaching Oxford trousers. They have brief bags.

Thus the China Mail's Cheung Chiu correspondent:—"Thanks-giving Day passed off quietly. There were no American representatives here, as in former years." Wow!

It is said that dogs are going to be popular as Christmas presents. So be careful how you open your stocking on December 25th in case you find a chow in it. better mend their weight!

The dollar may not go so far as it used to, but it's longer finding its way back. Our brokers evidently feel that they're men of the right stamp.

Garters for men are said to be selling as high as \$22.50 in New York City. This sounds like a holdup.

Mother (returning home at 2.30 a.m.): "But you usedn't have waited for me. I have a latchkey."

Daughter: "I know, but somebody has to wait up for grandmother."

A correspondent writes to say there was too much clinching at last Saturday's boxing. After all, though, a boxer's best friend is his smother.

A London handwriting expert says he can tell by a man's signature whether or not he has any money. So can we after presenting the cheque to the bank.

The Hongkong Treasury is making sure of getting something at Christmas. It notifies that a Crown rent is due not later than the 25th of the month.

Great Words of Little Wives:—"My husband is like a boxer—he's never up until nine."

Kowloon's traffic problem could be solved by the employment of a little horse sense.

Experience in Hongkong shows that the man who loses his head to over drink generally finds it next morning.

The appointment of Dr. Wellington as head of Hongkong's medical services should mean Waterloo for the mosquitoes.

President Doumergue's remuneration has been raised from 2,000,000 to 3,600,000. He surely could not wish for more franc treatment!

Not all who are a minus quantity wear plus fours.

The Soviet has prohibited kissing as being unhealthy. Come to think of it, anybody kissed by a Russian might easily be tickled to death.

A young London poet has written a new "Village Blacksmith." We understand that the hero is a "rationalist, and that he owes quite a lot of money."

A man in Melbourne was charged with stealing a suit. Why didn't he do like some Hongkong moon flats have possessed them for people, buy it like a gentleman?

and not pay for it? An American business man in very serious view of the fact that London paid over \$200 for a telephone talk with New York. He appears to have said a chequeful.

There have been complaints of cricket fans in the Colony ringing taken in order to provide the lamp Government officers to discuss with a "Dioptric Lens" and two up the scores. This is very inconsiderate when other people are from the "Tai Pang" and the sampan walls. Taipotes feel their aspirations.

"Cat Annoys Court."—Another Miaoow case.



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Selection.....Grenadier Guards Band
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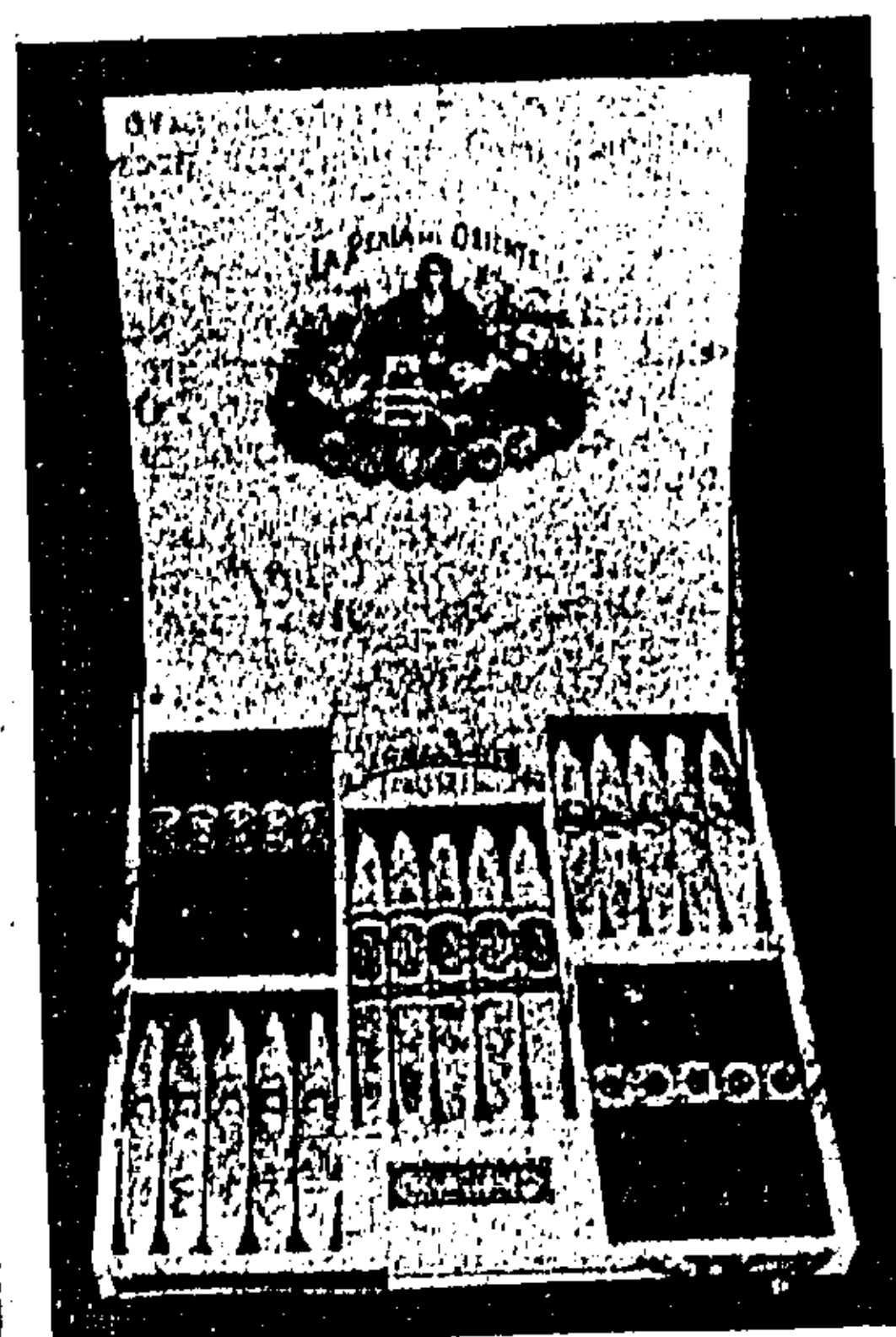
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ORIENT CABINET

A Christmas Box

25 High Grade MANILA CIGARS

"Invencibles"
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"Ra. Victoria"

Phone C. 1856

AL FRESCO FETE.

TO-MORROW'S EFFORT FOR THE POOR.

Arrangements are in full swing for the 46th Annual Bazaar of the St. Vincent de Paul, which will be held to-morrow in the Compound of the R. C. Cathedral from 3.30 p.m. onwards.

Judging from the enthusiasm of the Members of the Committee, assisted by a large number of willing helpers, the Fete promises to provide not only Toys of every description for children but also fun and frolic for all folks.

Over 7,000 toys have been imported from Europe, and these can be won at the various stalls at prices ranging from 10 cents to a maximum of \$1. As in previous years there will again be the popular Farmyard Stall, where might be won Hams, Sausages, well-fed turkeys, geese, capons, sucking pigs, etc., all from the Dairy Farm Co.

The big feature of the Fete will naturally be the Draw for the Pontiac Six a five-seater Sedan de luxe car and ten consolation prizes. This will take place at about 10.30 p.m. The car is being taken down the town since the last two days, mounted on a truck and presents a striking appearance. Tickets for this draw, at \$3 each are still obtainable and will be sold up to 6 p.m. on the day of the Fete.

Another special feature will be a Surprise Cake with 500 slices, every slice concealing a prize. Sovereigns, half-sovereigns, jewels and coins are amongst the articles hidden in the slices.

Last but not least there will be Variety Entertainments given by members of the Concert Party of H.M.S. Titania, of the Churchill and Tait "Manila Shows," which have just arrived for a short season in the Colony to be opened to-night and a troupe of Chinese Magicians and Fire-eaters. The novelty of this Variety Entertainment is that each performance will last only half an hour. Entirely new turns at each performance. Admission will be at the very modest price of 30 cents for adults and 20 cents for children.

The welfare of the inner man is not neglected. Besides tea which will be served by Lane Crawford and Co. a stall will supply at very moderate price Hot Dogs made with Lane Crawford's rolls, and Dairy Farm succulent Frankfurter Sausages fried in Crisco. For the small sum of 20 cts. one will be able to purchase one of these appetising and gratifying combinations at the hands of some young ladies who will add thereto mustard and a pickle.

The grounds will be brilliantly illuminated in the evening and the popular full Military band of the K.O.S.B. under bandmaster Mr. W. H. Fitz-Earle, A.R.C.M., will play both in the afternoon and the evening, by kind permission of Lt. Col. Comyn, C.M.G., D.S.O., and officers.

Given good weather and the well-known charitable support which the Hongkong public invariably extend to every deserving cause, the 46th Al Fresco Fete will go down in the annals of the Society of St. Vincent de Paul as another proof of public generosity to provide the much needed where-withal for another year's work in the relief of the misery of the distressed in our midst.

Donations Received.
The Bazaar Committee of St. Vincent de Paul have pleasure in acknowledging receipt of the following gifts to their forthcoming bazaar:

The Nanyang Brothers Tobacco Co., Ltd., 1,200 Meilanfang cigarettes.

Messrs. John D. Hutchison and Co., cocoa and chocolate bars.

Messrs. Hui and Hui, two dozen Thompson's chocolate, flavoured double malted milk.

Messrs. Lane Crawford Ltd., Crisco and pickles.

The French Store, pickles.

The British American Tobacco Co., 4,000 cigarettes.

The Orient Tobacco Manufacturing Co., 20 boxes of high grade Manila cigars.

Mr. H. R. Remington, one case of useful fancy articles.

GIRL TRICKED?

BROUGHT TO HONGKONG IN SEARCH OF WORK.

Two charges arising out of the alleged harbouring of a young married woman were brought against an elderly woman before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday afternoon. Mr. R. A. D. Forrest, of the Secretariat for Chinese Affairs, prosecuted.

Outlining the case, Mr. Forrest said that the complainant was found creating a disturbance on the pavement outside No. 432 Shanghai Street and taken to the Police Station, later to be sent to the S. C. A.'s office. From a statement she made it was gathered that she had left her husband, with his consent, and visited the Colony to find employment. She came with the defendant, who on arrival, instead of finding work for her, attempted to sell her as a wife. The defendant had made one attempt to sell the complainant to a man at Shaukatok.

The complainant protested and was taken back to No. 432, Shanghai Street, the defendant's address and kept there. She was informed that if she refused to be sold she would find herself at West Point.

One day the girl got out of the house and had intended to send a letter to her mother in the country, but she was followed by the defendant's husband and was while she was being taken back to the house that she created the disturbance, leading to her being taken to the Police Station.

Complainant's Evidence.

The complainant was then called to give evidence. She said that she was 16 years old and was married in the country. She had not had any quarrel with her husband but there had been some trouble between her and her husband's relatives. Her husband was unable to provide her with food and she had come to Hongkong to find work. She left Kowloon and arrived in Hongkong in charge of the defendant, who was known to her mother.

The complainant was taken to the defendant's house and some days afterwards she accompanied her to a place somewhere beyond Fanling, where she was shown to a man, to whom she was to have been sold for \$230. She informed the man that she had come to the Colony to find work and not to get married, and was then taken back to the defendant's house.

Before leaving the country the complainant had given the defendant \$10 and a gold ring.

Answering questions put by the defendant the complainant admitted that she had been entrained, but the defendant by her mother, but denied that her parent instructed the defendant to find her a husband. Witness further admitted that the defendant offered to take her back to Kowloon on November 28 if the complainant's mother would reimburse her to the extent of \$100 to cover the girl's expenses.

Witness said that she had been willing to go back but pointed out to the defendant that she had not expended as much as \$100 on the witness' behalf.

The girl's mother corroborated the complainant's evidence regarding her activities in the country and after the defendant had made a statement denying the evidence of the complainant, his Worship reserved judgment.

THE ROSS INSTITUTE.

ACKNOWLEDGMENT OF CHEQUE FOR £140.

The following telegram has been received by Mrs. Southern from the Secretary of the Ross Institute, on receipt of the cheque for £140, the result of the Bridge and Mah Jong party at the Helena May Institute on 17th October:

"Please accept heartiest thanks. Letter follows.—Secretary, Ross Institute."



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A. P. C. BUILDING.

A Few Suggestions:—

HAND BAGS. MANICURE SETS. PERFUMES. MUSICAL POWDER BOXES. BOUDOIR DOLLS. HANDKERCHIEFS.
SEVERAL HUNDRED ITEMS TO SELECT FROM.

Special Offer of 800 New Hats FOR CHRISTMAS.

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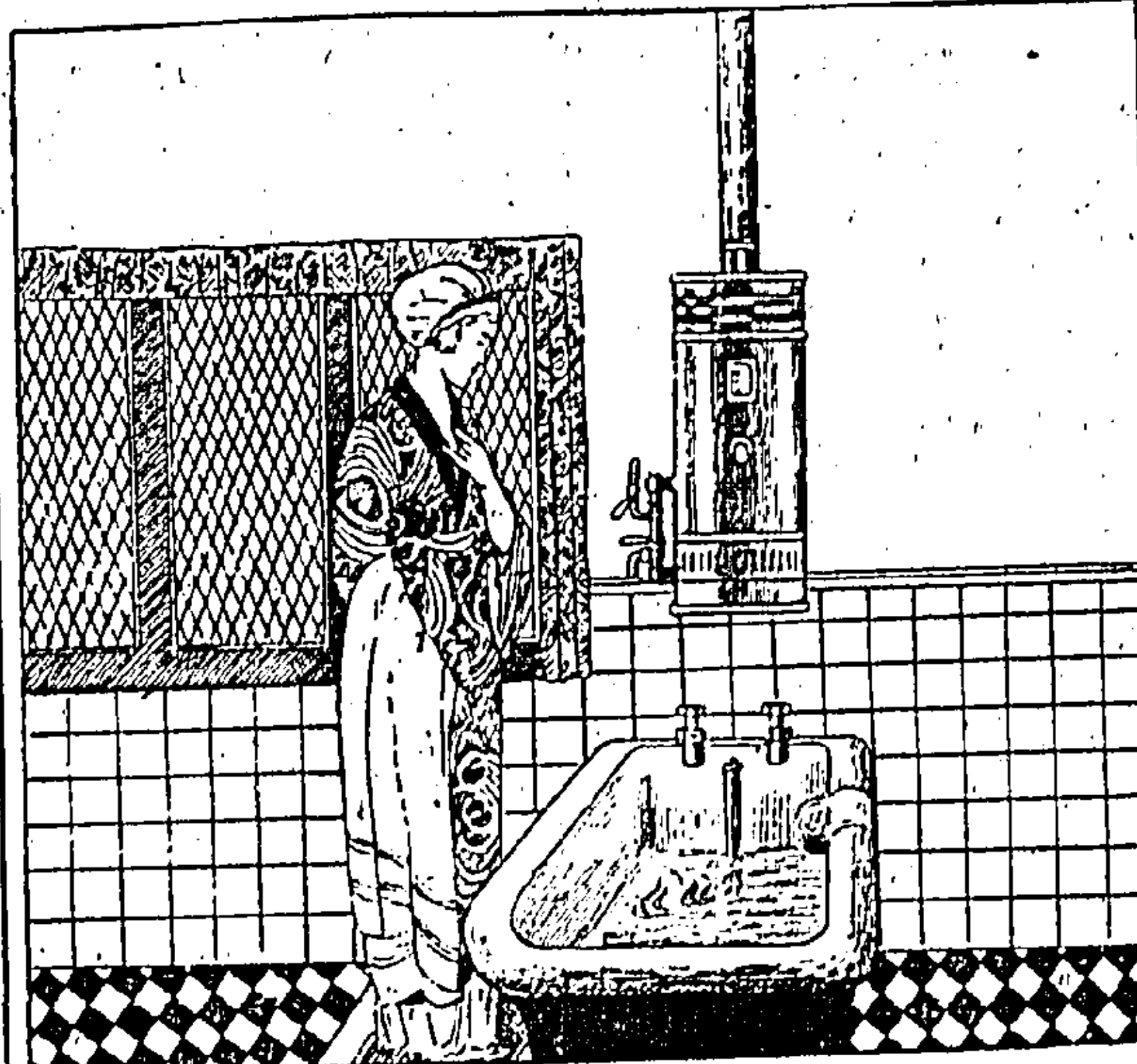
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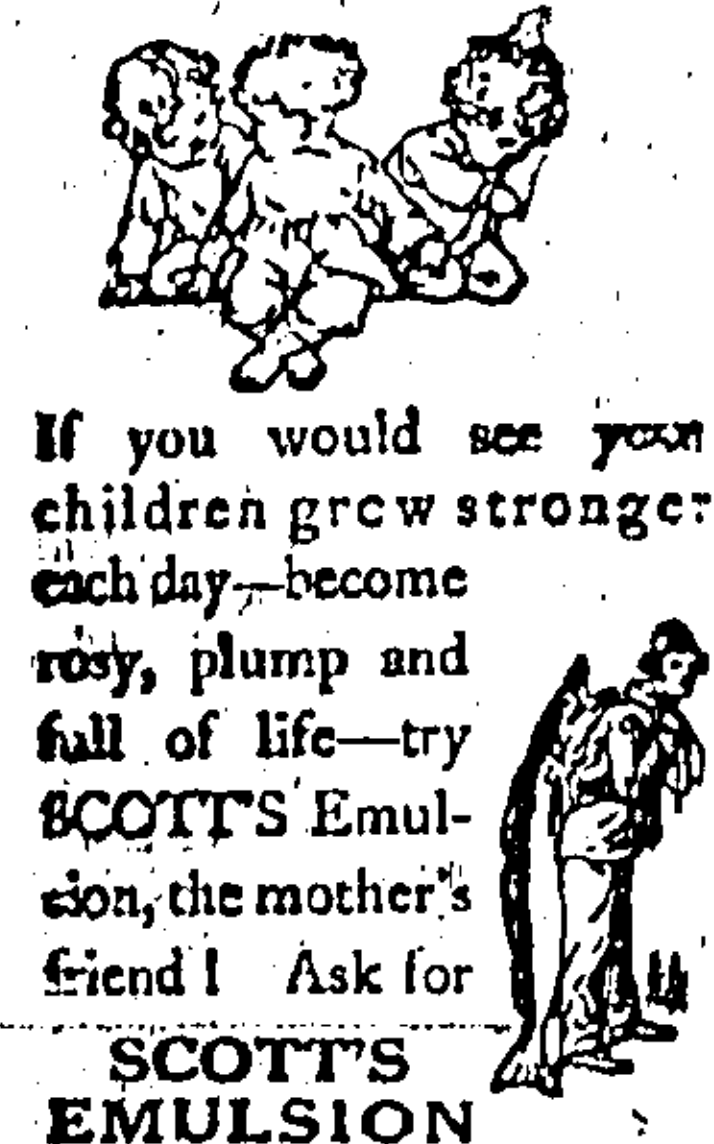
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If you would see your children grow stronger each day—become rosy, plump and full of life—try **SCOTT'S Emulsion**, the mother's friend! Ask for **SCOTT'S EMULSION**

MAN SAM

Caught with the Goods

By Small

NOT KNOWING THAT SAM HADY HAD IN THE HOTEL DELOP SAFE WHEN THUGS SWIPED IT, AND AS A RESULT SAVED THE SACKLES, JEWELS, COPS STILL SUSPECT CLERK SAM OF THE ROBBERY.

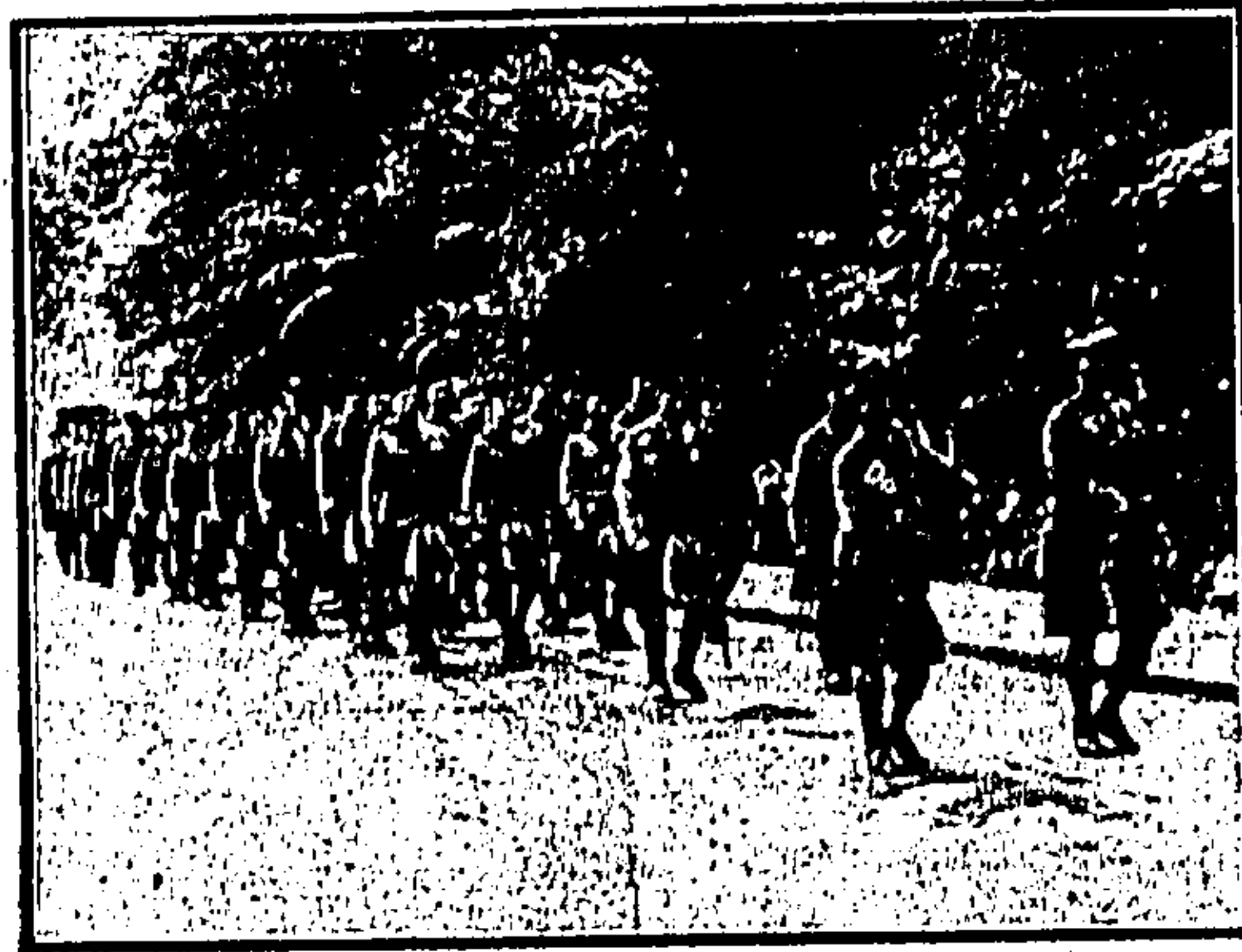




Bridal party at the wedding of Mr. Alec Hutton Potts and Miss Suzanne Weill, which took place on Monday last. (Photo: Mee Cheung).



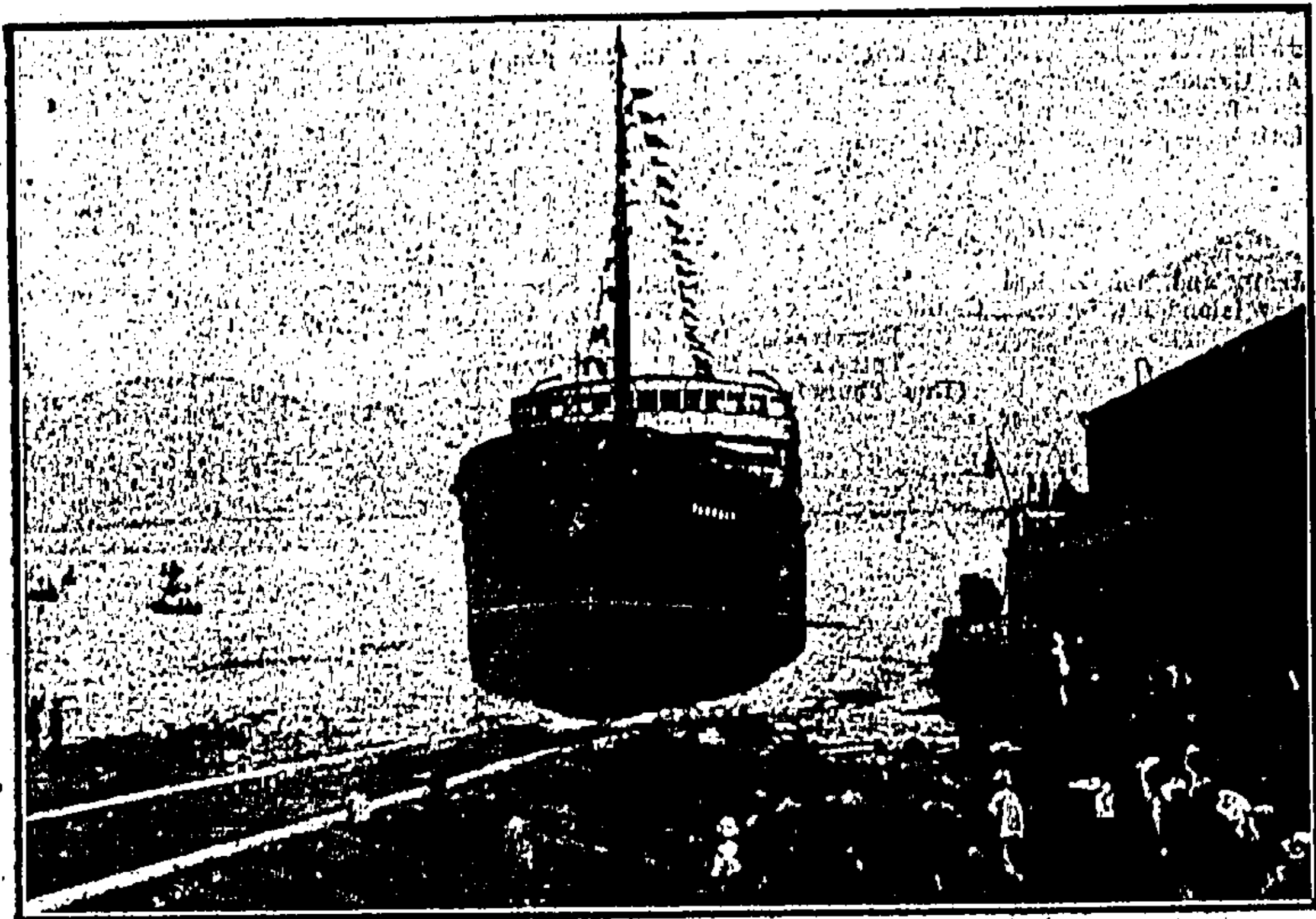
Group photograph taken outside St. John's Cathedral after the wedding on Thursday in last week of Mr. G. B. Frost and Miss D. L. George.



The Scottish Company of the Volunteer Corps held their Church Parade on Sunday last, the above photograph showing the Company marching up Garden Road. (Photo: Mee Cheung).



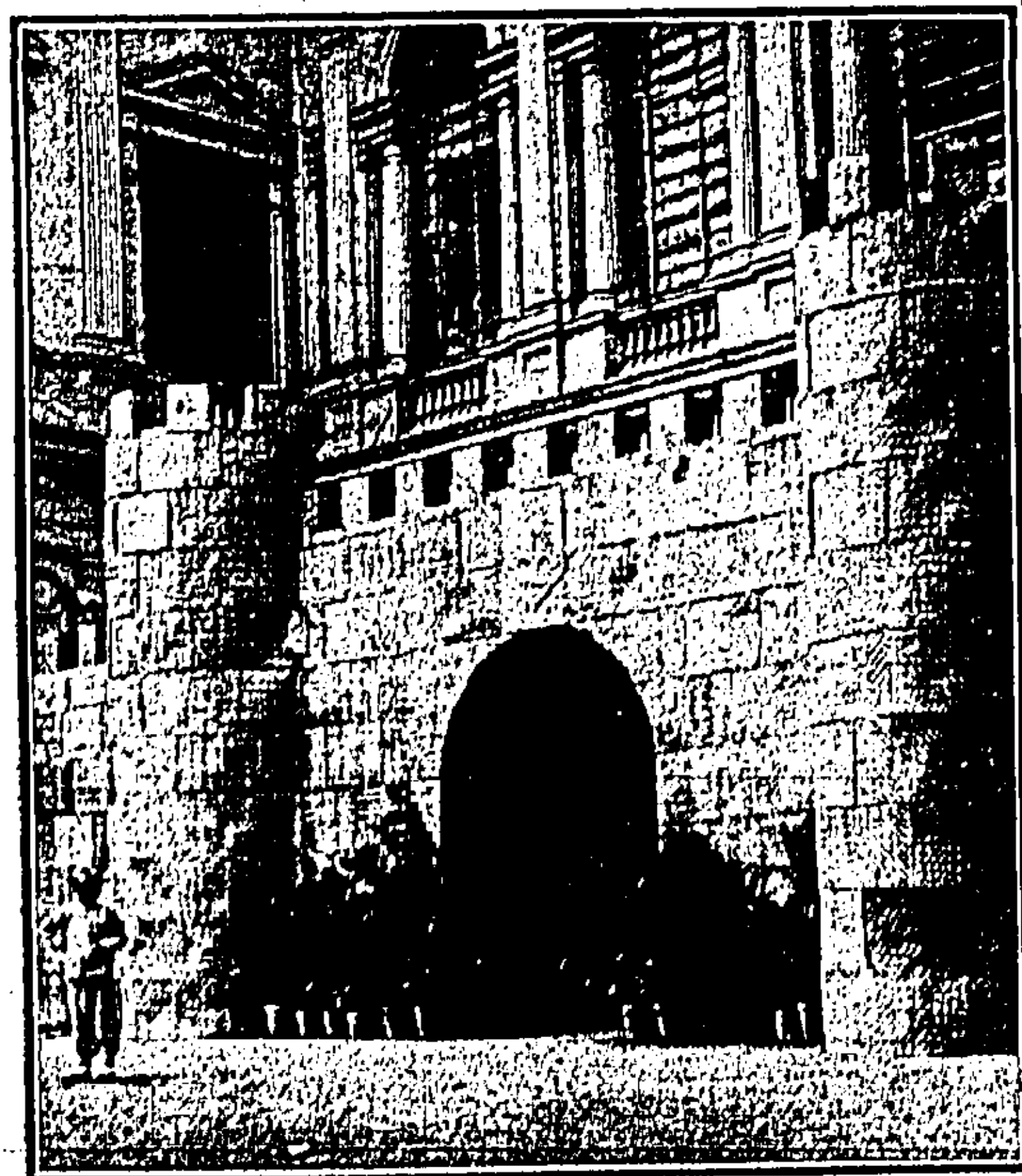
After the Scottish Company's Church Parade last Sunday, the above photograph was taken at Volunteer Headquarters, Mr. and Mrs. C. G. Mackie, Mr. A. H. Ferguson and Dr. and Mrs. Black being in the group. (Photo: Ming Yuen).



The S.S. Pangkor, for the Straits Steamship Company, was launched at the Taikoo Dockyard and Engineering Co. last week. Our photograph shows the ship taking the water.



Winning jockeys wear smiles of victory as their mounts are led in at the Extra Race Meeting at Happy Valley (Photos: Mee Cheung).



Representation of Scottish castle, which adorned the entrance to the City Hall on the night of St. Andrew's Ball. (Photo: Mee Cheung).



Wedding group taken after the marriage of Mr. Wong Man-kwong and Miss Edna M. Low, which took place at the Union Church, on Saturday last. (Photo: Ming Yuen).



PATENT LEATHER SHOES.

Where social activities demand formal footwear, the correctness of Mackintosh's Evening Shoes is beyond criticism, their quality above question, and the price is distinctly below what a man is usually required to pay for shoes of such excellence.

\$13.50, \$19.50, \$21.00 per pair.
Less 10% discount for cash.

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(GROUND FLOOR.)



FOR EXCELLENCE OF WORK, LIFE-LIKE PHOTOGRAPHS, YOU CANNOT DO BETTER THAN GO TO THE WELCOME STUDIO.

DEVELOPING, PRINTING AND ENLARGING DONE.

South China Views and Postcards for Sale at Lowest Prices.

THE WELCOME STUDIO.

(The Leading Photographers in the Colony)
17, Queen's Road, Central.

First Floor.

Telephone No. 6, 3128.

WHITEAWAYS.

"JASON"
UNDERWEAR FOR MEN.

WHEN A NAME
MEANS SOMETHING.

It is folly to associate a name with Ordinary Underwear and expect the name to sell it. The name does not "make" the underwear, it's the Underwear that "makes" the name. "JASON" All Wool Underwear is known all over the world for its excellence of quality at minimum cost.

Guaranteed Unshrinkable.
NEW STOCKS OF ALL
WEIGHTS AND SIZES.

WHITEAWAY, LAIDLAW
& Co., Ltd.



Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.
and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:

295, 300, 301, 305, 306, 315
344, 363, 371, 374, 376, 381
385, 411, 426, 427, 445.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms. Also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

MISCELLANEOUS.

EXHIBITION OF PEARLS.—Mr. Kodaka arrives on the 14th to open his exhibition of pearls at Messrs. Komor & Komor. See advertisement on the 15th.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—European Flats Nos. 41 and 43, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

TO BE LET.—House at Broadwood Road. Two bedrooms and bathroom. Two reception rooms, garden and tennis court. Apply Johnson, Stokes and Master, Prince's Building.

TO LET.—QUARANTON, 15, The Peak (R.E. House). Furnished seven room house convenient to Peak Tram and Motor Road. For particulars. Apply Hongkong Realty and Trust Co., Ltd., Exchange Building.

TO LET.—AT CHEUNG CHAU. Furnished bungalow to let, No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 443, care of "Hongkong Telegraph."

TO LET.—CHEUNG CHAU. Attractive furnished bungalow to let. Large garden, vegetable garden, electric lighting set. Three bedrooms each with separate bathroom, small dining room and lounge. Most moderate rental. Available immediately if desired. Write Box No. 443, care of "Hongkong Telegraph."

WE INVITE OFFERS

for the

PURCHASE

of our

SHOP FURNITURE

SHOW CASES, TABLES, COUNTERS, CHAIRS Etc.
Ready for delivery on
DECEMBER 30th.

D. CHELLARAM

88A, Queen's Road.
Right opposite Queen's Theatre.

New Advertisements.

NOTICE.

Customers are hereby notified that in future orders for provisions sent by messengers written on slips of paper will not be recognized or executed.

All orders must be entered in pass books issued for the purpose.
THE DAIRY FARM ICE & COLD STORAGE CO., LTD. HONGKONG.

PUBLIC BAND CONCERT.

A Public Band Concert will be given in the
BOTANIC GARDENS
on **SUNDAY, December 16th**, from 4 to 5.30 p.m.
By the Band of the
KING'S OWN SCOTTISH BORDERERS.

(By kind permission of Lt.-Col. L. J. Comyn, C.M.G., D.S.O. and Officers.)

Admission to Gardens free; 50 cents to Enclosure.
Special Chairs, 50 cents extra.

NOTICE.

Messrs. D. Chellaram will be removing to China Building, Pedder Street, premises lately occupied by Popular Silk Store, as from December 10.

PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved and much useful information heretofore unpublished will be incorporated in it.
SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

LEB'S 10 Queen's Rd., C. Phone: C. 4925

THEATRE ROYAL.

December 14th, 15th, 17th, 18th, 21st and 22nd at 8 p.m.

Matinee-Wednesday Dec. 19th, at 4.30.

THE HONGKONG PHILHARMONIC SOCIETY

Presents

"TOM JONES"

(By permission of Chappell and Company)

(BOOKING AT ANDERSON'S NOW OPEN).

BUY YOUR FLOWERS FOR CHRISTMAS

AT THE CLOVER FLOWER SHOP

Opposite Mee Cheung Studio
Ice House Street.

"THE PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.
Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Room and Out-houses, Two Lifts.
Apply to
CREDIT FONCIER D'EXTREME-ORIENT
4th Floor,
FRANCO BANK BUILDING.

FANLING HUNT STEEPLECHASES

SATURDAY, 22nd DECEMBER.

Entries close at noon
10th December.
Forms from Thomson & Co.

THE CHINA LIGHT & POWER CO. (1918), LTD.

THE TENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Head Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on **MONDAY, the 24th day of December, 1928**, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 30th September, 1928 and electing Directors and Auditors.
The Transfer Books of the Company will be closed from **MONDAY, 17th December, 1928, until MONDAY, 23rd December, 1928**, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th December, 1928.

CHURCH NOTICES.

St. John's Cathedral, Hongkong.
December 9th 1928, 2nd Sunday in Advent. Choral Eucharist 8 a.m. Children's Service 10 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: The Rev. H. V. Koop. Collections throughout the day will be for the British and Foreign Bible Society.

Union Church, Kennedy Road, Sunday, December 9th. Minister: Rev. F. C. Young. Sunday School 10 a.m. Morning Service 11 a.m. Special Sunday School Service. Preacher: The Minister. Sermon: "The Child." Evening Service 6.30 p.m. Preacher: The Minister. Sermon: "Sympathy and Intolerance."

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning, 10.15 a.m. Preacher: Supply. Evening, 6 p.m. Preacher: Rev. J. C. Knight. Annet. Sunday School 3 p.m. Sailors and Soldiers Home, Arsenal Street. Sunday: 8.30 p.m. Men's Bible Class. 8.15 p.m. Service Men's Hour. Wednesday, 8.15 p.m. Gospel Meeting for Service men. Tuesday: 8.30 p.m. The Church Study Circle will meet at "Wesley" Ventris Road.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station Sunday Services: Morning, 10.15 a.m. Subject "God the only Cause & Creator." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 8.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall, 4, Queen's Road, Central, Bank of Canton Building, first floor. Sunday night, December 9th at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw. "WHEN DO THE RIGHTEOUS POSSESS ETERNAL LIFE?" Also Tuesday night, December 11th at 8.30 p.m., a sermon is also given by the Pastor, "Pictured Bible Lecture" You are cordially invited.

Lammer's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **WEDNESDAY,**

the 12th December, 1928, commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture

comprising:—

Teak Hatstand, Glass Cabinets, Tapestry Covered Couch and Armchairs, Cottage Piano by Joseph Wallis & Son, Ltd. Victoria, Carpets, Rugs, Pictures, Roll Top and Flat Top Desks, Curios, Ornaments, Brass Ware, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagon, Ice Chests, Crockery, Cutlery, Glass Ware, Stoves, Kitchen Utensils, etc., etc.
Teak and Iron Bedsteads, Baby Cot, Wardrobes with and without Mirrors, Chests of Drawers, Dressing Tables, Chamber Stands, Washstands, Enamel Baths, Perambulators, etc., etc.

also
A Quantity of Blackwood Furniture

One Ariel Motor Cycle, 1928 Solo Super-sports Model, 5 H.P. Over-head Valves, Double Port Engine, Lucas Mag-dyno. Electrically fitted, Spares and Tools complete.

One "Harley Davidson" Motor Cycle and Sidecar.

Catalogues will be issued.

On View from Tuesday, the 11th December, 1928.

Terms:—Cash on Delivery.

LAMBERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on **THURSDAY,**

the 13th December, 1928, commencing at 10.30 a.m.

at No. 36A, Queen's Road, Central. (opposite Queen's Theatre).

A Fine Assortment of Silk Goods comprising:—

Printed Silk, Stripe Fuji Silk, Pongee Silk, Flower Silk, Mandarin Coats and Skirts, Embroidered Shawls, Printed Shawls and Scarves, Lady's Pyjamas, Gentlemen's Gowns, Cotton Pyjamas Suit, Silk Socks and Stockings, Sundry Fancy Goods, etc., etc.

also
on the same day, at 3.00 p.m.

Shop Furniture comprising:—
Glass Show Cases, Glass Counters, Mirrors, Shop Fittings, etc., etc.

On View from Tuesday, the 11th December, 1928.

LAMBERT BROS. Auctioneers.

POST OFFICE NOTICE

INWARD MAIL.

| From | Per | Date |
|--|---------------------|--------------|
| Australia and Manila | Changto | December 8. |
| Japan | Wakasa Maru | December 8. |
| Sulawesi | Sulawesi | December 8. |
| Shanghai and Swatow | Kashima Maru | December 9. |
| Straits | | |
| Japan, Shanghai and Europe via Siberia (London 10th and 17th November) | Andes Maru | December 9. |
| Manila | President Cleveland | December 10. |
| Shanghai and Amoy | Linan | December 10. |
| Straits | Philoctetes | December 11. |
| Straits | Namsang | December 12. |
| Straits | Talma | December 12. |
| Japan | Ginyo Maru | December 13. |
| Japan and Shanghai | Kamo Maru | December 14. |
| U.S.A. Honolulu, Japan and Shanghai | President Monroe | December 15. |
| Straits, and London, parcel mail | | |
| London 8th November | Aconas | December 15. |
| U.S.A. Honolulu Japan and Shanghai | President Pierce | December 17. |
| Manila | President Madison | December 17. |
| Shanghai | Porthos | December 18. |
| Canada, U.S.A., Japan and Shanghai | Empress of Asia | December 20. |

OUTWARD MAIL.

| For | Per | Date and Time. |
|---|--------------------------------------|----------------------------|
| Saigon | Tai Fook Sing | Sat., Dec. 8, 2.30 p.m. |
| Port Bayard | Wing Lee | Sat., Dec. 8, 2.30 p.m. |
| Straits, Mombasa, L. Marques, and South Africa | Wakasa Maru | Sat., Dec. 8, 3.30 p.m. |
| Manila | Pres Madison | Sat., Dec. 8, 4.30 p.m. |
| Sam Shui and Wuchow | Tai Ming | Sat., Dec. 8, 4.30 p.m. |
| Wei Hai Wei | Yusung | Sat., Dec. 8, 5 p.m. |
| Bangkok via Swatow | Kalgan | Sun., Dec. 9, 9 a.m. |
| Swatow, Amoy and Formosa | Canton Maru | Sun., Dec. 9, 9 a.m. |
| Amoy | Tianroca | Sun., Dec. 9, 9 a.m. |
| Shanghai and Japan | Kashima Maru | Mon., Dec. 10, 10.30 a.m. |
| Ceylon, India, Mauritius, E. and S. Africa via Singapore | Andes Maru | Mon., Dec. 10, 10.30 a.m. |
| Saigon, Straits, Mauritius and South Africa | Tinhow | Mon., Dec. 10, 1.30 p.m. |
| Swatow | Hydrangea | Mon., Dec. 10, 2.30 p.m. |
| Shanghai, Japan, U.S.A., Canada, Central and S. America, "Europe via Victoria B.C." | Pres. Cleveland | Mon., Dec. 10, 3 p.m. |
| | Parcels | 3 p.m. |
| | Registration | 4.15 p.m. |
| | Letters | 5 p.m. |
| | (Duo Victoria B.C., 31st December). | |
| Shanghai and Europe via Siberia | Pres. Cleveland | Mon., Dec. 10, 6 p.m. |
| Shanghai, Japan, Honolulu, "Canada U.S.A., Central and S. America and "Europe via San Francisco and Europe via Siberia" | Siberia Maru | Tues., Dec. 11, 9.45 a.m. |
| | Registration | 10.45 a.m. |
| | Letters | 11.45 a.m. |
| | (Duo San Francisco 4th Jan. 1929). | |
| Swatow, "Amoy and Foochow" | Haiyang | Tues., Dec. 11, 1 p.m. |
| Amoy | Sunning | Tues., Dec. 11, 1.30 p.m. |
| Straits, Egypt, and Europe via Marseilles | Diomed | Tues., Dec. 11, 1.30 p.m. |
| | K. P. O. | |
| | Registration | 1 p.m. |
| | Letters | 1 p.m. |
| | G. P. O. | |
| | Registration | 1.45 p.m. |
| | Letters | 2.30 p.m. |
| | (Duo Marseilles 11th January, 1929). | |
| Swatow | Kwong Sang | Tues., Dec. 11, 5 p.m. |
| Hoihow | Klungchow | Wed., Dec. 12, 10.30 a.m. |
| Shanghai | Yunnan | Wed., Dec. 12, 1.30 p.m. |
| Java via Batavia | Tijkarang | Wed., Dec. 12, 2.30 p.m. |
| Japan, U.S.A., Canada, Central and South America, and "Europe via Victoria B.C." | Parcels | Dec. 12, 5 p.m. |
| | Tyndarus | Thurs., Dec. 13, 9.45 a.m. |
| | Registration | Dec. 13, 9.45 a.m. |
| | Letters | Dec. 13, 10.30 a.m. |
| | (Duo Victoria B.C., 4th Jan. 1929). | |
| Sandakan | Mausang | Thurs., Dec. 13, 10 a.m. |
| Manila, Australia and New Zealand via Thursday Island | Parcels | Dec. 13, 5 p.m. |
| | Change | Fri., Dec. 14, 9.45 a.m. |
| | Registration | Dec. 14, 9.45 a.m. |
| | Letters | Dec. 14, 10.30 a.m. |
| | (Duo Thursday Island 26th Dec.) | |

*Correspondence bearing vessel's name only.

PENINSULA HOTEL

Opening day—11th. December, 1928,
4.30 to 6 p.m.

The Management take pleasure in announcing
(By kind permission of Lieut.-Colonel L. J. Comyn, C.M.G., D.S.O. and Officers)

The Full Military Band

of the

2nd Battalion the King's Own Scottish Borderers.

PROGRAMME:

1. March ... "STEADFAST AND TRUE" ... Trike
2. Overture ... "MARINARELLA" ... Fucik
3. Selection ... "ROMEO AND JULIET" ... Gounod
- (a) INTERMEZZO "AISHA" ... Lindsay
4. Excerpts (b) SERENADE "BABY'S SWEETHEART" ... Corri
5. Musical Comedy "THIS YEAR OF GRACE" ... Coward
6. Three Dale Dances ... Wood
7. Selection ... "IOLANTHE" ... Sullivan
8. Suite ... "BALLET EGYPTIEN" ... Luigini
- "BLUE BONNETS O'ER THE BORDER"
- "GOD SAVE THE KING"

Conductor ... Mr. W. H. Fitz-Earle, A.R.C.M.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS,
HARDWARE MERCHANTS.

PHONE—CENTRAL No. 1116. Wing Woo street
TEL Central 25.

TO-MORROW AT THE CINEMAS



Another brilliant comedy from the inimitable Bebe—the star of "Senorita"—that puts her right on top of the laugh wave!

To-morrow at the

QUEEN'S

At 2.30, 5.10, 7.15 and 9.20

WILLIAM HAINES



BROWN OF HARVARD

A splendid picture of college life with the greatest football match ever screened!

To-morrow at the

WORLD

At 2.30, 5.15, 7.15 and 9.20

BACK AGAIN!



The comical heroes of "We're in the Navy Now" and "Firemen Save My Child" in a delightful series of mishaps "behind the front!"

To-morrow at the

STAR

Continuous 2.30 to 11.15



Are You Enjoying the Advantages of Normal Eyesight?

Eyestrain is often the cause of headache, nervousness and irritability—ask your family physician. If you need glasses, you are assured of competent, qualified service and perfect, first grade lenses from the 40-year-established firm.

LAZARUS

Hongkong's Only European Optician
13, Queen's Road Central.

There is always a best way of doing anything~

THE OLD WAY **THE ACME WAY**

SEND FOR THIS FREE BROCHURE

Ninety pounds of axe handles packed in an unreinforced box weighing 43 lbs. and costing 90c.

This redesigned box, carrying the same load, is 17 pounds lighter. Reinforced with Acme Nailless Strap it is stronger than the old box and 26 cents less.

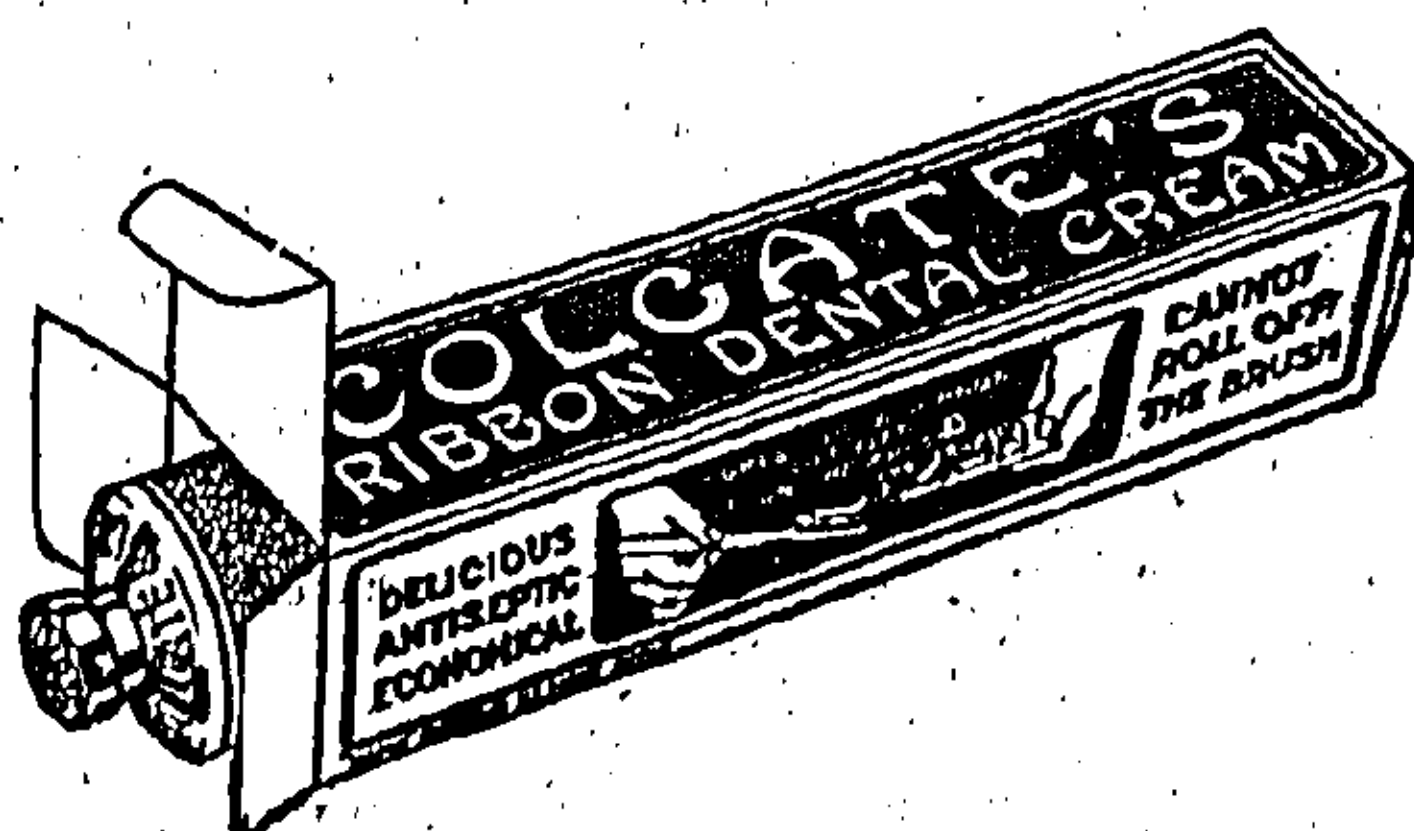
Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 19 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 12 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

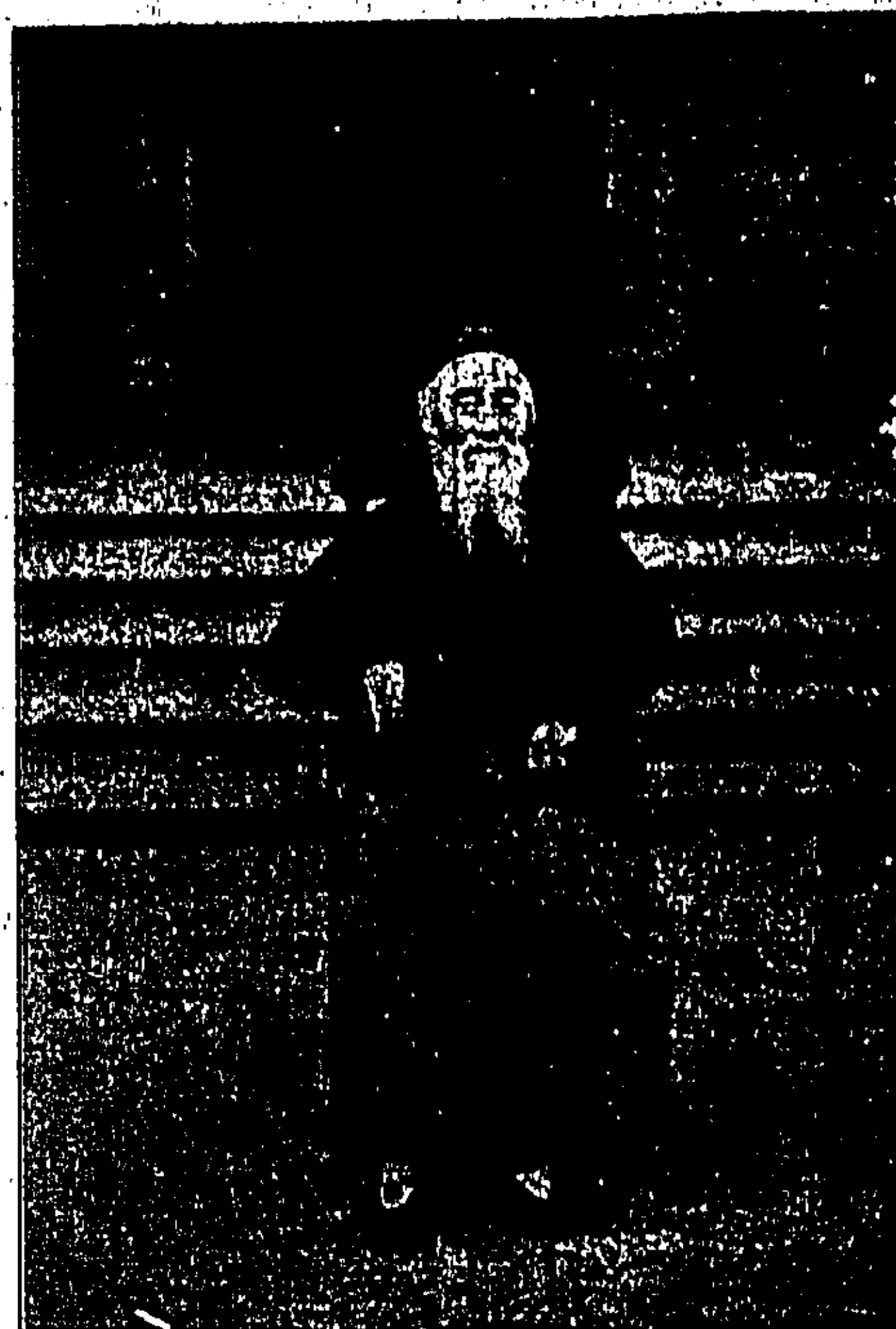
Demonstration from the Sole Agents for—
ACME STEEL COMPANY, BROOKLYN, N.Y.
J. M. da ROCHA & Co.
2, Connaught Road, Central P. O. B. 400
Tel. C. 2277.



Obtainable at all High-class Stores.

Sole Agents for South China
HONGKONG TRADING CO., LTD.
Bank of Canton Building.

FOUNDED TEA FIRM.



The above photo is of the late Mr. Tong Kui Hing, or, as he was popularly known to Europeans, Mr. Tong A Wei, the founder of the China Tea Company, whose Hongkong establishment is at David Building. Mr. Tong A Wei founded the Company when he was 24 years of age, which at the time of his demise, at the age of 88 years, had grown into a world-wide famous tea firm. The Company exports more than 3,000,000 pounds of tea annually to Europe and the United States, has its own tea gardens at Keemin, and a large factory at Shanghai. The business is now owned by the son of the founder, Mr. James Y. Tong.

NEW PRAYER BOOK DECISION.

THE BISHOPS AGREE TO PUBLICATION.

London, Nov. 9.
At a meeting of the Central Board of Finance of the Church of England, which was held yesterday at the Church House, Westminster, Earl Grey, who presided, asked the Board to give authority to the Secretary to sign an agreement with the Privileged Presses prescribing the terms and conditions for the publication of the Deposited Book of 1927 as amended by the Prayer Book Measure of 1928.

He reminded the Board that at their October meeting they had received a request from the House of Bishops that arrangements should be made with the Presses for this purpose.

Authority had been then given to the Finance Committee to complete these arrangements.

The Deposited Book of 1927 as amended by the proposed Prayer Book Measure, 1928, would be issued in its entirety with a prefatory note drafted under the direction and by the authority of the House of Bishops explaining its origin and recent history in the Assembly and Parliament.

It would contain a statement in a prominent position that the publication of the Book did not directly, or indirectly, imply that it could be regarded as authorised for use in churches.

There had been a considerable demand by individual churchmen for copies of the Book which could be satisfied early in December.

On the motion of the Bishop of Worcester (Dr. Pearce), seconded by Sir P. Radcliffe, it was unanimously resolved that authority should be given.



There is no worry or anxiety in rearing Baby healthily and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—
W. R. LOXLEY & Co.

BEST QUALITY
X'MAS GIFTS
AT
REASONABLE PRICES.
NOVELTIES JUST RECEIVED.
J. ULLMANN & CO.
ALEXANDRA BUILDING
ESTABLISHED 1860

GIFTS THAT LAST

GIVE CHINA TEA AT CHRISTMAS

FOR OVER SIXTY YEARS OUR FIRM HAS BEEN ENGAGED IN GROWING THE FINEST CHINA TEA TO BE PROCURED.



\$1.80 Per Tin.

WE INVITE YOU TO CALL AND INSPECT OUR HONGKONG BRANCH JUST OPENED ON THE GROUND FLOOR OF DAVID BUILDING.



\$1.30 Per Tin.

WE HAVE OUR OWN TEA GARDENS AT **KEEMUN** AND OUR FACTORIES ARE AT **SHANGHAI.**

The China Tea Coy.

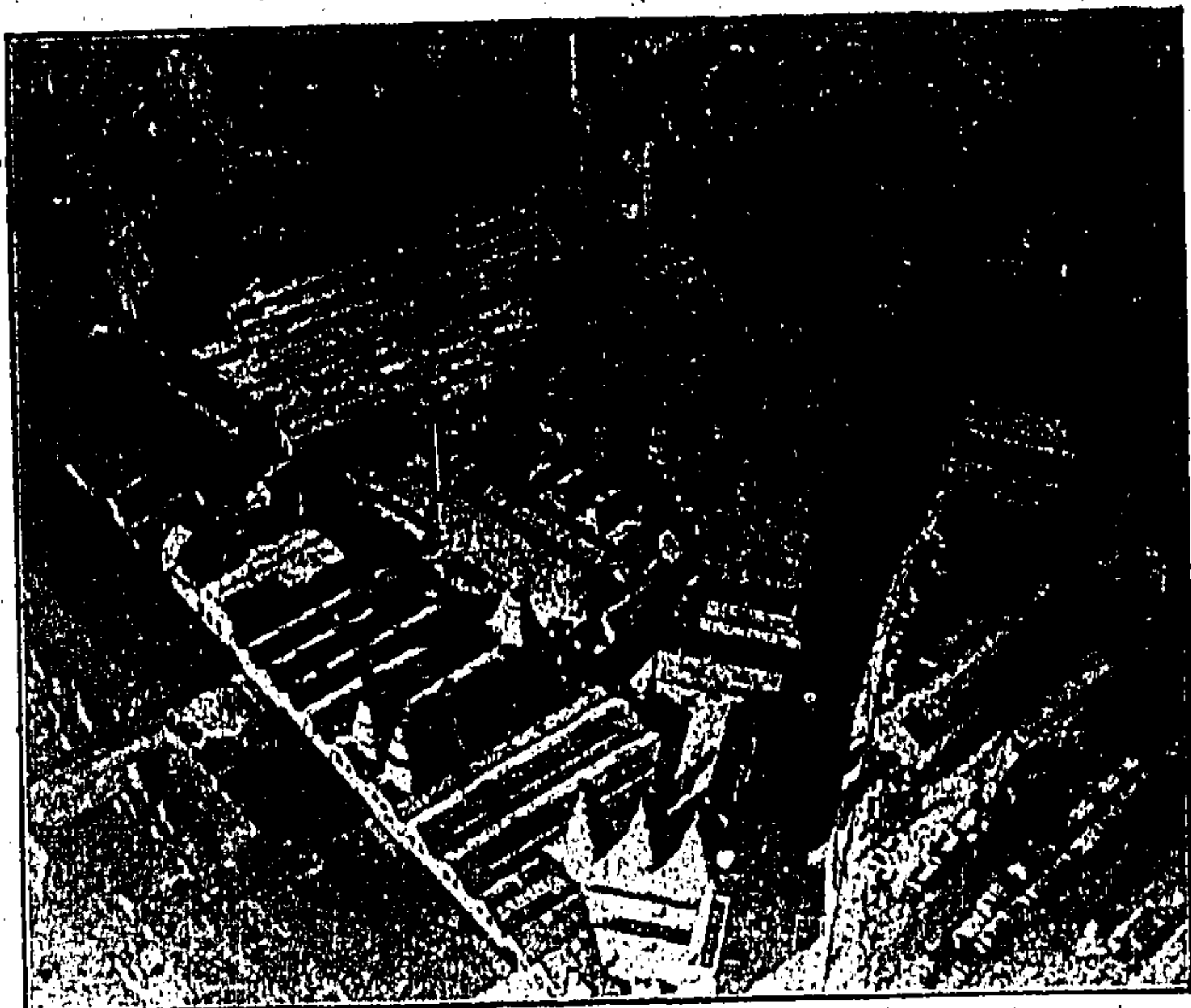
Ground Floor
DAVID BUILDING
HONGKONG.



\$1.00 Per Tin.

The Henry Richards Tile Co., Ltd.

TUNSTALL, STAFFORDSHIRE



This is the up-to-date factory where "Richards" Tiles are made, as used solely in the Peninsula Hotel.

SUPPLIED AND LAID

BY

LEE YU KEE

40, Queen's Road, Central

SOLE AGENTS FOR SOUTH CHINA.

CELEBRATING THE SHOPS' CHARTER.

HOME SECRETARY'S DEFENCE OF D.O.R.A.

London, Nov. 8.
The Early Closing Association last night celebrated the shops' charter—the placing on the Statute Book of the Shops (Hours of Closing) Act—by a Victory banquet at the Hotel Victoria.

The Duke of Sutherland presided.
Sir W. Joynson-Hicks, the Home Secretary, said that the Association had established the Saturday half-holiday as a permanent factor throughout the English-speaking world, and it was now being copied on the Continent.

For the first time in history, the early closing of all shops had been placed on the Statute Book, and a social reform of that character would never be removed. The real reason for the Act was the physical and mental well-being of the vast thousands who served in shops.

"All through the history of your Association," he continued, "you have been careful to consider first, to educate the public next, and then, and not until then, you come to Parliament to ask them to translate your wishes and public opinion into statutory law."

"I know this legislation is sneered at as grandmotherly legislation. Those sneers do not come from the shop assistants or the shopkeepers. They come from men and women who are not personally interested in the life of the shop assistant, and are not themselves forced to work the long hours which shop assistants used to work."

"Surely the time has come when we can ask those who object to what they term grandmotherly legislation to think once in a while of the well-being of the community."

"If we have by this great Act given happiness, comfort, and well-being, physical, mental, moral, and spiritual, to hundreds of thousands of the community, we can afford to disregard the sneers of a few hundred selfish and disgruntled capitalists."

Captain Larking, replying to the toast of the Association, said that one great problem yet to be solved was the Sunday question.

LORD BIRKENHEAD.

A DIRECTOR OF IMPERIAL INDUSTRIES.

London, Nov. 9.
The directors of Imperial Chemical Industries, Limited, yesterday announced that the Earl of Birkenhead had joined the Board of that Company.

Although there were certain other directions to which the City had been looking as constituting the main field of the future business activities of Lord Birkenhead, there had also been a fairly general expectation that he was likely to become identified in some way with Imperial Chemical Industries. It was, therefore, with more interest than surprise that the City learned yesterday that he had been elected to the Board of that concern.

It is one of the biggest industrial combinations in the country, having an authorised capital of £75,000,000, of which nearly £65,000,000 has been issued. The Chairman of the company is Lord Melchett, and the President and Deputy-Chairman Sir Harry D. McGowan, while among others, Lord Birkenhead will have for colleagues the Marquess of Reading, Lord Ashfield, Lord Colwyn, Sir Max Muspratt and Lord Weir.

Lord Birkenhead presided last night at a dinner of the Cheshire Society at the Hotel Metropole, given in honour of the Solicitor-General, Sir Boyd Merriam.

He made no reference to his business career, but confessed that if he had a goal it was to be Recorder of Birkenhead. "That is all," he added.

"It was only when I was sure of the merits of Birkenhead," he said earlier in his speech, "that I decided to accept the modest title which distinguishes the name of the greatest family in the world." (Laughter.)

[Lord Birkenhead's family name is Smith.]

METALS

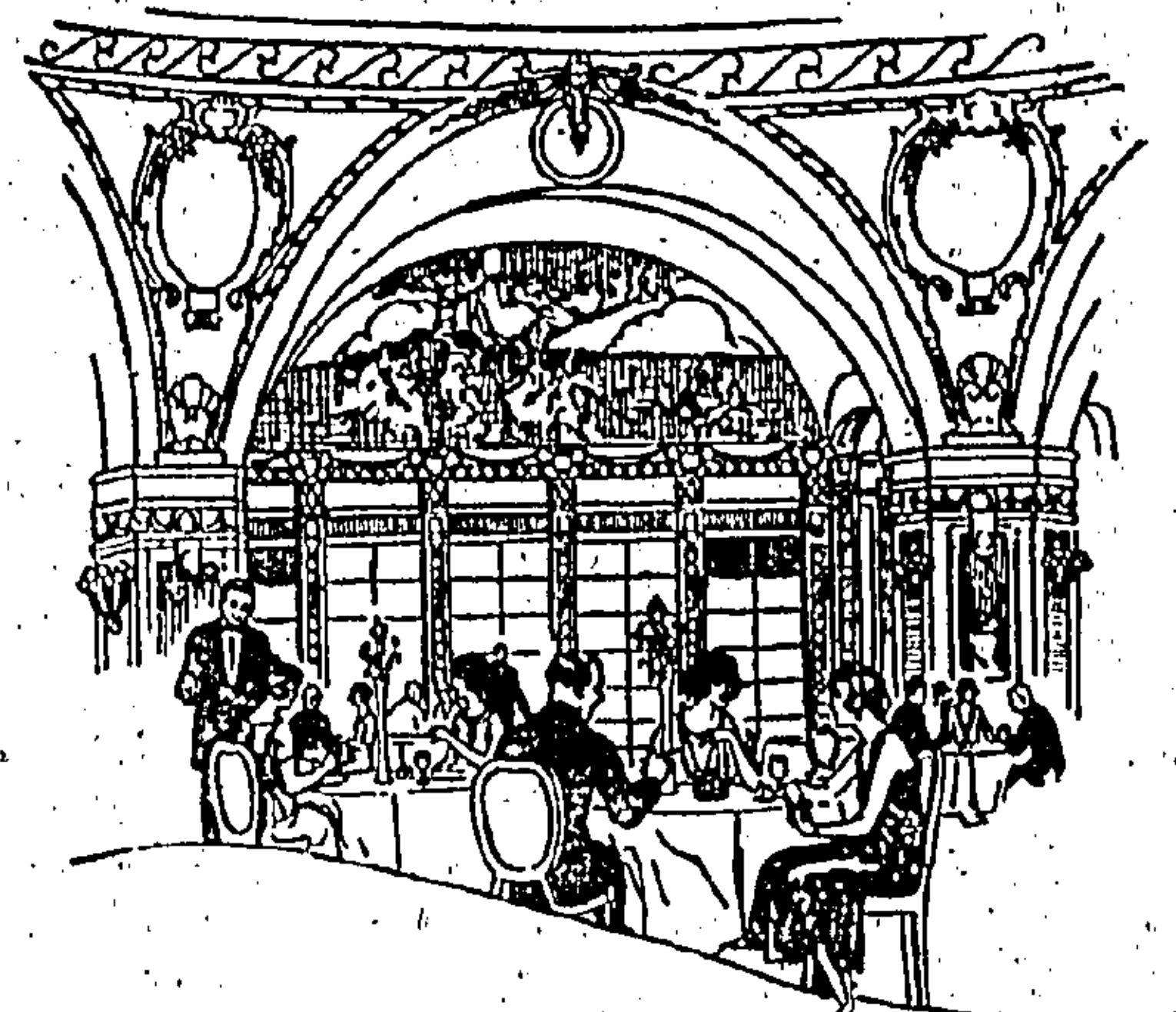
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

SINGON & CO.,
ESTABLISHED A.D. 1850.

HING LUNG ST.

Phone Central 515

ARTS & CRAFTS SHANGHAI.



SUBMIT DESIGNS AND ESTIMATES FOR THE FURNISHING and DECORATING

OF

HOTELS, THEATRES, CAFES

AND OTHER PUBLIC BUILDINGS

ARTS & CRAFTS, LTD.

(Opposite the Racecourse)

SHANGHAI.

COOK'S AND WAGONS-LITS WORLD TRAVEL SERVICE

TRAVEL
BANKING



INSURANCE
FREIGHT

PEDDER BUILDING, PEDDER STREET, HONGKONG.

(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

TRAVEL

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INSURANCE

Tickets issued at Companies' tariff rates. Inclusive Tours arranged to all parts of the world, covering travel by Rail, Steamer and Air, Hotel Accommodation, Excursions, Guides, Baggage Transfers and every assistance that a traveller can require.

The attention of travellers is drawn to the importance of safeguarding themselves in the carrying of their funds. Our system of Travellers Cheques and Letters of Credit exposes travellers to the least possibility of fraud. Our Travellers Cheques are issued in Sterling in denominations of £20, £10 and £5 and in U.S. Currency \$100, \$50, \$20 and \$10. Foreign currencies, Letters of Credit and Travellers Cheques encashed. Drafts and Telegraphic Remittances effected.

Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Dry storage accommodation for all kinds of Non-hazardous Goods.

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Raglan and Shaped to figure Style Overcoats in Browns, Blues, Greys and Lovat mixtures \$50 to \$80.00

LANE, CRAWFORD, LTD.
MEN'S WEAR STYLISTS.

"THE KING OF KINGS."

TO BE SHOWN AGAIN BY POPULAR REQUEST.

In response to numerous requests, the famous dramatic production "The King of Kings" will be screened at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. Perhaps no other film ever produced has caused so much comment as this screen version of the life-story of Jesus Christ, but one point upon which the critics have agreed is that the sacred story has been handled with great reverence and thought by its eminent producer, Cecil de Mille.

The most striking comment in its favour is by a writer in the Christian World. He said, "I was struck by its simplicity and by the power of its appeal to a popular audience. I saw the people go in—talking lightly and laughingly, very much like the pleasure-seekers who were thronging the doors of the neighbouring theatres. I saw them come out—silent, awed, subdued, with a look of wrapt wonder in their eyes. If anyone had told me that the crucifixion could be enacted on the screen without any offence to devout feeling or fastidious taste, I should have dismissed the suggestion as wildly impossible."

Much of the picture is photographed in the technicolour process, thus enhancing certain scenes which demand a lavish setting. Nothing that lends itself to pictorial beauty has been omitted from this unique production.

TO-MORROW'S FILMS.

BEBE DANIELS IN "SWIM GIRL SWIM."

Vivacious Bebe Daniels arrives at the Queen's Theatre to-morrow in "Swim Girl Swim," a picture which has been described as the popular star's brilliant successor to "Senorita." Also featured in the same picture is Gertrude Ederle, the girl who successfully swam the English Channel. "Trudy" is not only seen in action but also in an important character part. "Swim Girl Swim" is quite up to the high standard of Bebe Daniels' recent comedies and the story is well suited to her particular type of portrayal.

"Brown of Harvard."

The famous college story "Brown of Harvard" will have a return season at the World Theatre to-morrow and Monday. William Haines is the hero and enacts his role in approved manner. A thrilling foot-ball scene is the climax to the splendid story.

"Behind The Front."

Wallace Berry and Randolph Hutton will be seen in a number of hilarious mishaps contained in "Behind The Front" which will be screened at the Star Theatre to-morrow and Monday. "Behind The Front" is said to contain as many laughs as "We're in the Navy Now" and "Firemen Save My Child" put together.

THE BANDIT MENACE.

LARGE BANDS OPERATING NEAR KALGAN.

Peking, Dec. 7. A message from Kalgan states that the region between Kalgan and Delon is dangerously infested by bandits, mostly ex-soldiers, but including bands of Mongols who are seriously interfering with motor traffic from Kalgan. The Chinese authorities are sending a mobile force of five thousand, accompanied by forty armoured cars, to suppress the bandits.—Reuter.

CABLES AND RADIO.

COMMITTEE DISCUSSIONS OF THE NEW BILL.

London, Dec. 7. Progress was made last night in the House of Commons with the committee stage of the Imperial Telegraphs Bill, which is intended to give effect to the recommendations of the Imperial Wireless and Cable Conference for the merging of the beam wireless and cable services, and to-day's Commons session is being mainly devoted to further consideration of the clauses of the bill.

On behalf of the Labour Party, it was again objected that the proposal was an unfair bargain for the State, which it was contended should have continued to control Empire telegraphic communications.

The Postmaster General pointed out that if the Labour Party were in office they would have found themselves unable to give effect to the scheme of fusion under Government control, for the decision did not rest with the British Government alone, and the Dominion Governments concerned were against State ownership.—British Wireless.

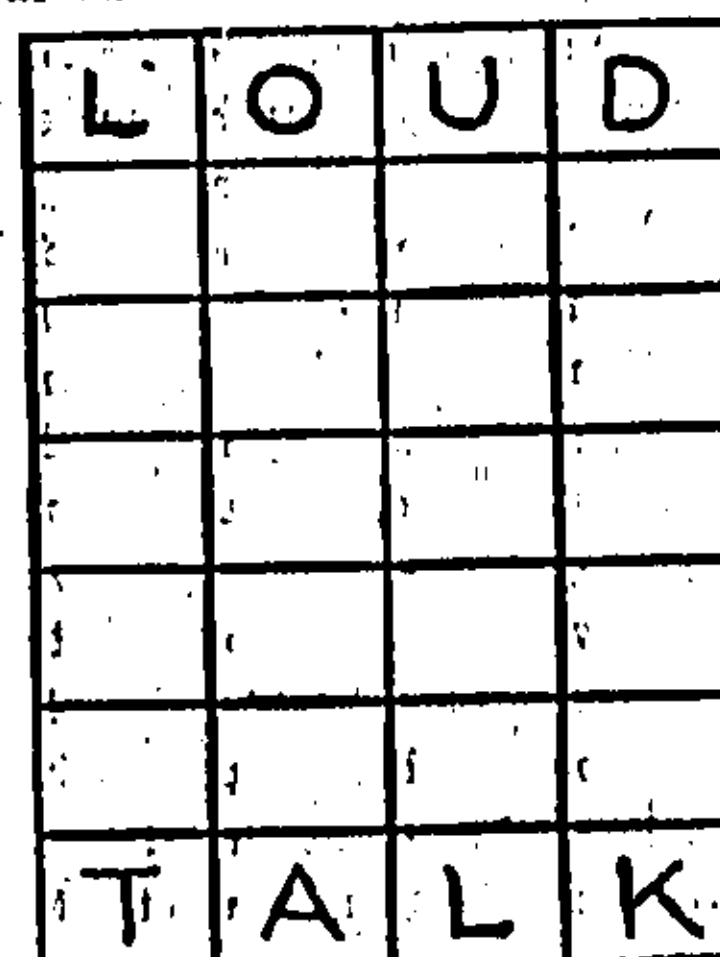
THE NEW TARIFFS.

SCHEDULE ADOPTED BY THE STATE COUNCIL.

Nanking, Dec. 7. The new tariff schedule was adopted by the State Council to-day, and promulgated. It will be enforced from February 1, for one year only.—Reuter.

LETTER GOLF.

LOUD TALK isn't very popular on the tea or green, but there is no reason why it should be barred from letter golf. It makes a tricky par six.



1.—The idea of letter golf is to change one word to another and do it in part, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW HEN.
2.—You can change only one letter at a time.
3.—You must have a complete word of common usage, for each jump. Slang words and abbreviations don't count.
4.—The order of letters cannot be changed.
One solution is printed on another page.

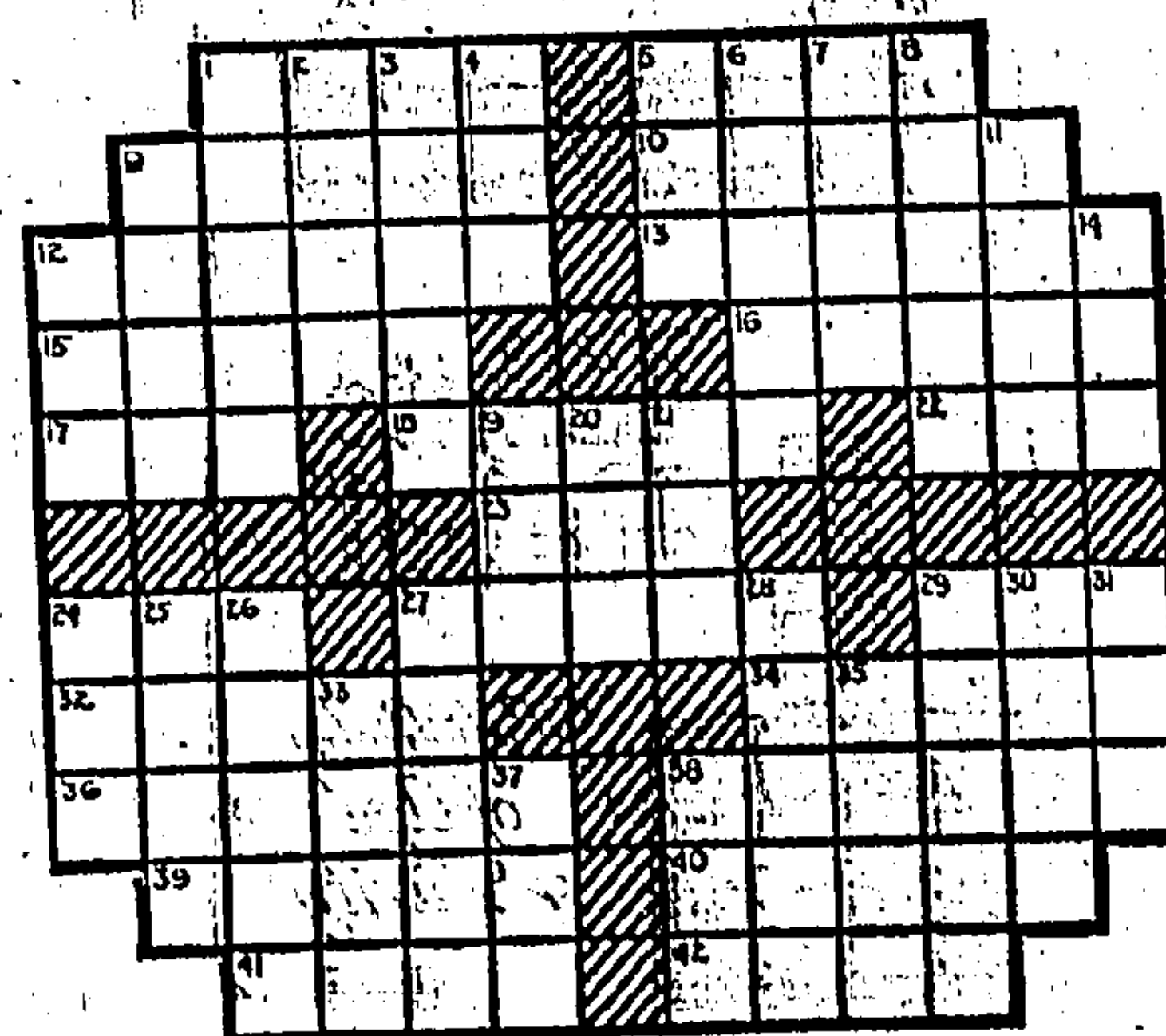
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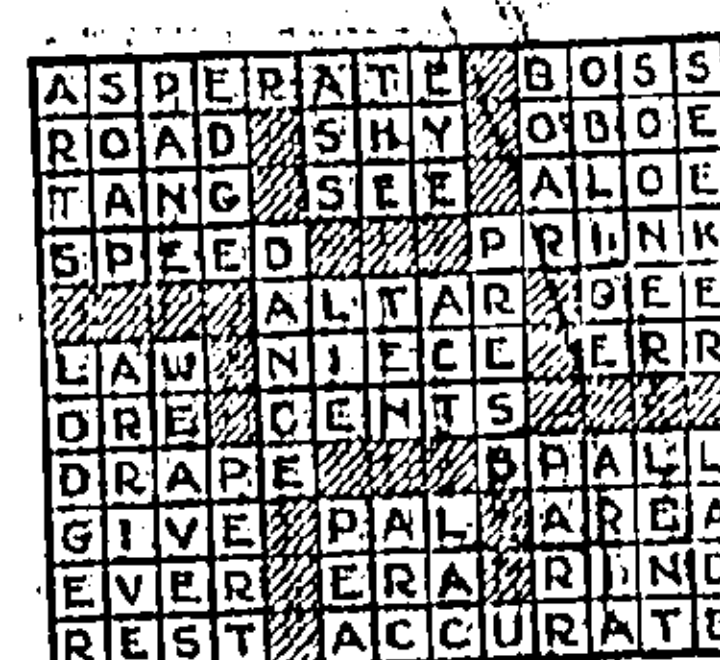
OUR CROSSWORD PUZZLE.



Horizontal
1 Radio bulb.
2 Immersion of the body for the purpose of cleansing.
3 Cash.
4 Sour plums.
5 Having limits.
6 Gloomy.
7 Angry.
8 The prize of any contest.
9 Snake-like fish.
10 Cell destruction.
11 Moon of lace.
12 Organ of sound.
13 Fashion.
14 Star-shaped flower.
15 Devoured.
16 Type of coral island.
17 Resembling a spirit.
18 To revolve.
19 Exultant.
20 Automatic, recording, measuring instrument.
21 Made verses.
22 Withered.
23 Maple tree.

Vertical
1 Mortal.
2 Soft or deep mud.
3 Final cause.
4 Exclamation of disgust.
5 To rent.
6 Affirmative.
7 Perished.
8 Wrath.
9 Distant.
10 Tiny particle.
11 Drivels.
12 To change.
13 Small memorial.
14 Later in time.
15 Knotted.
16 To finish.
17 Tardy.
18 Grippled.
19 Before.
20 Eon.

Yesterday's Solution.

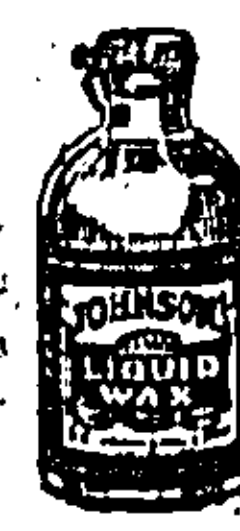


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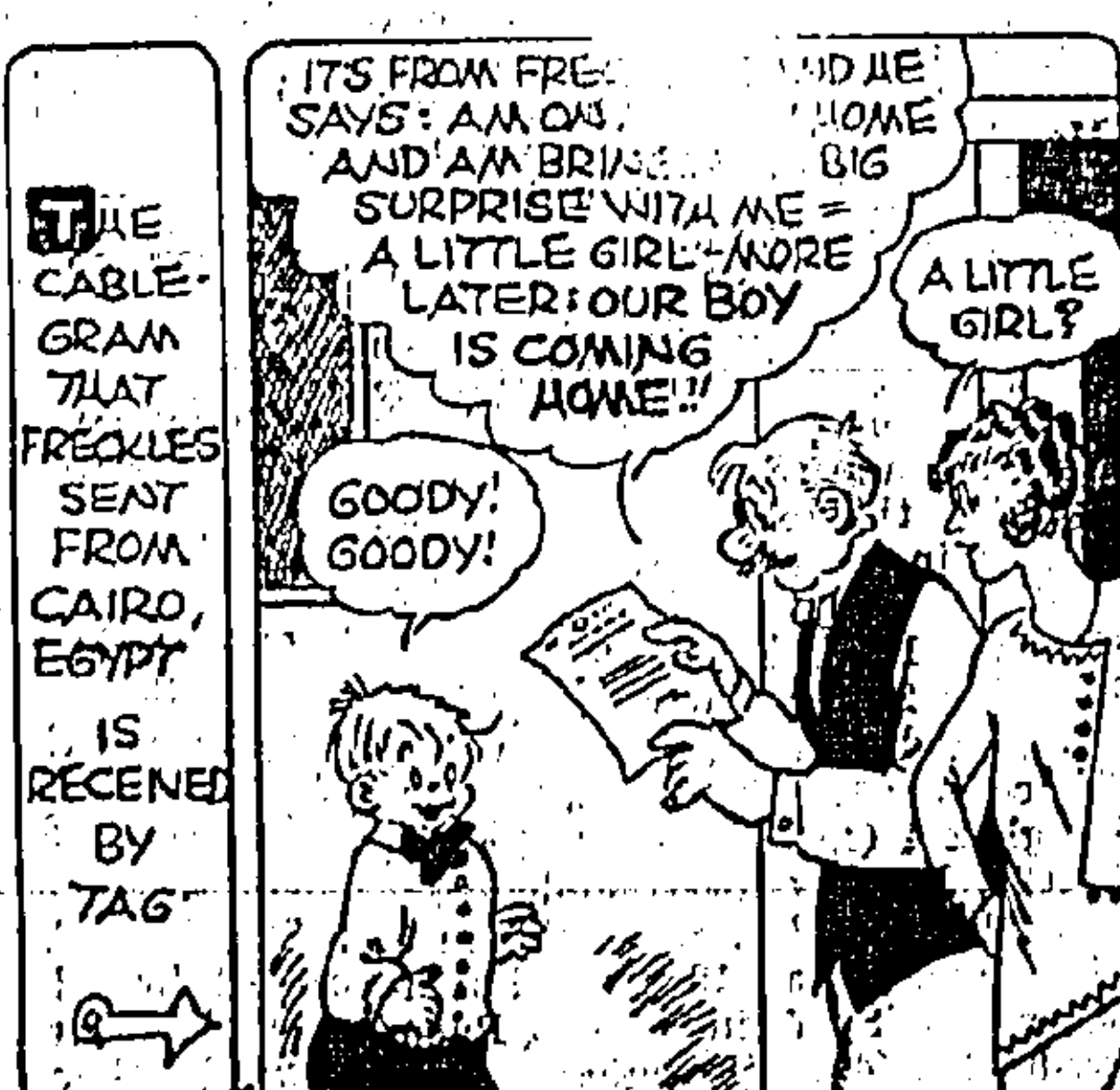
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XMAS NIGHT PERFUMES

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FRECKLES AND HIS FRIENDS



Oscar's Dope

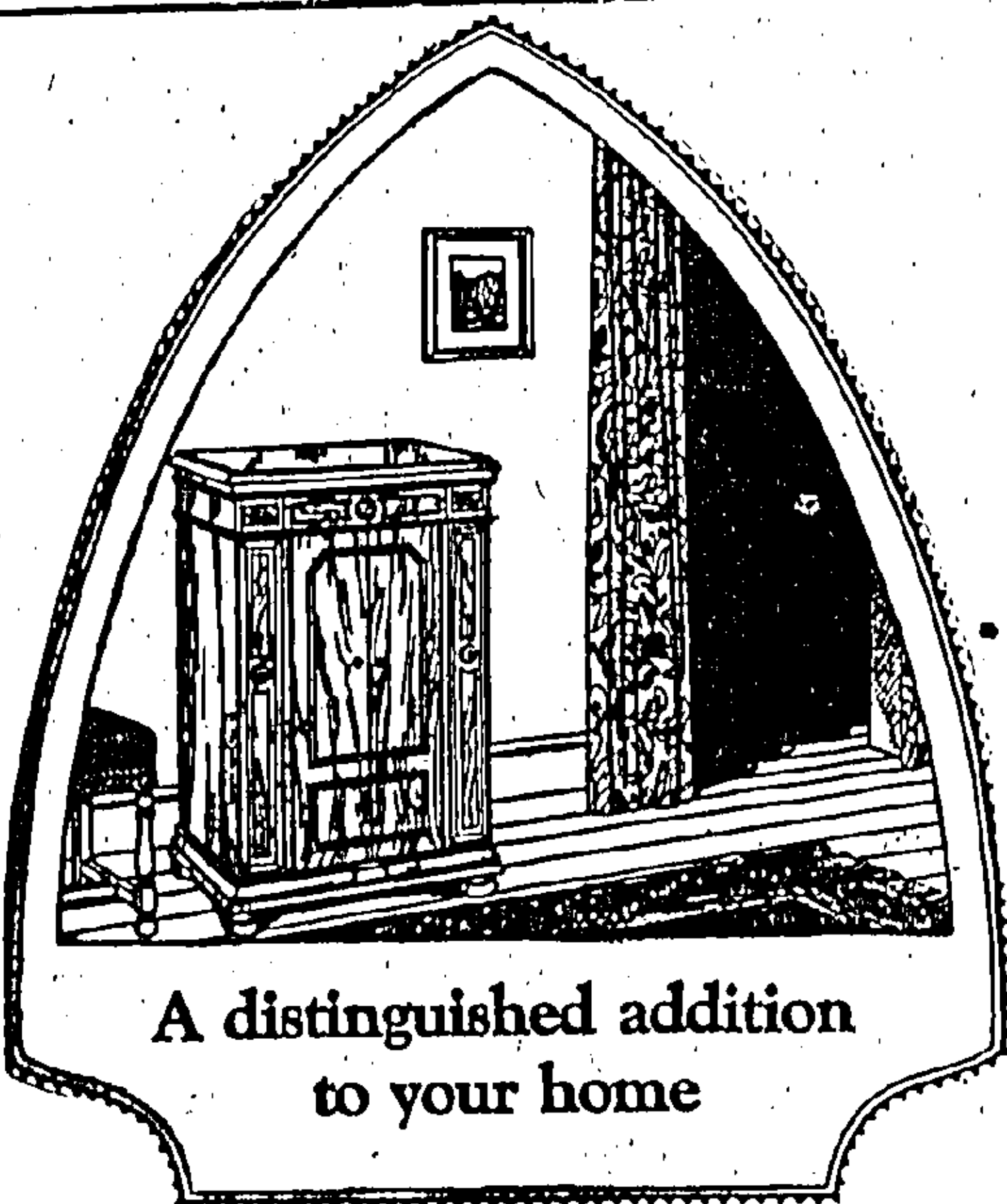
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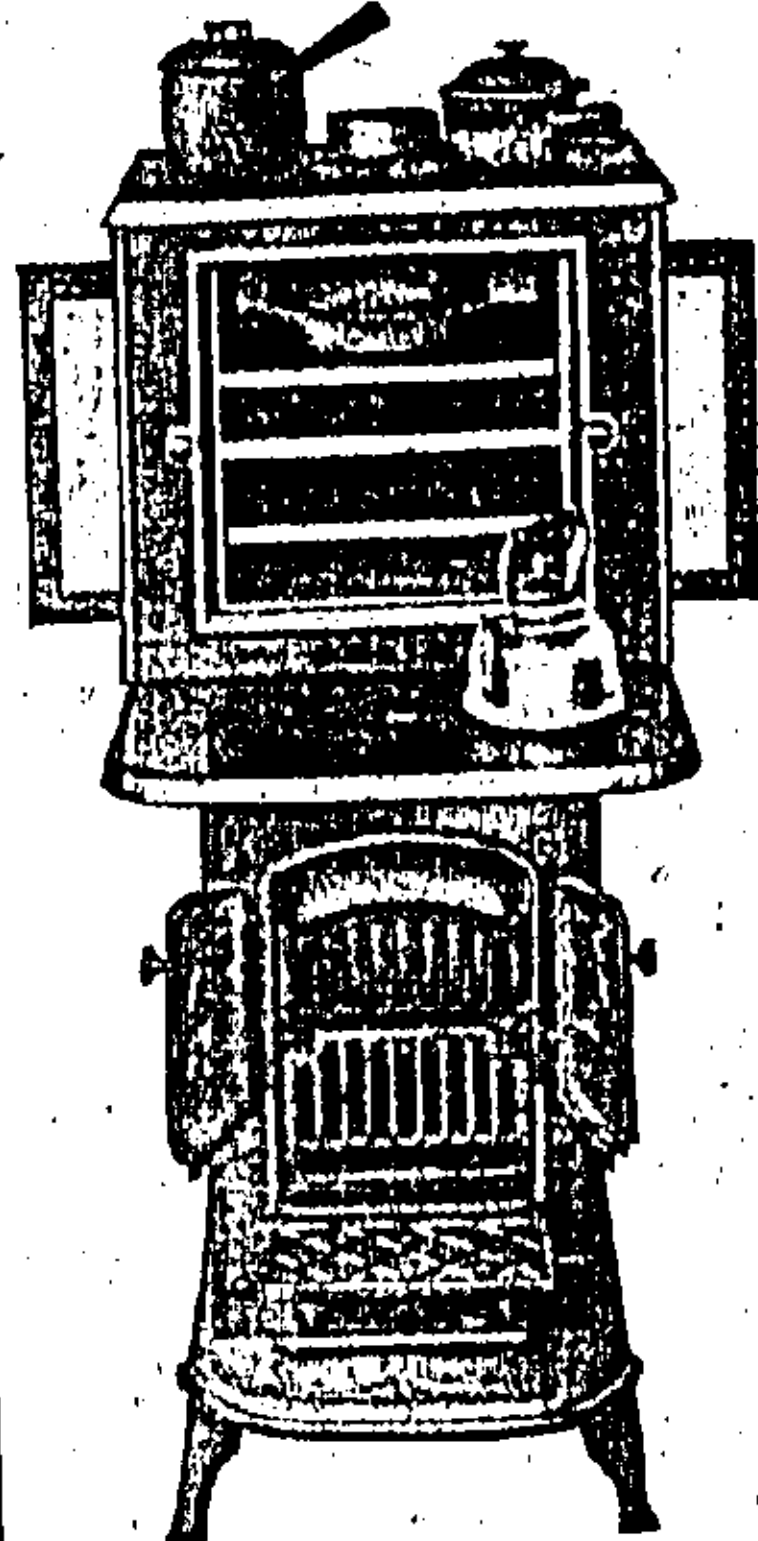
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Lane, Crawford Ltd.
Men's Wear Stylists.

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DODWELL & Co., Ltd.

The Hongkong Telegraph.

SATURDAY, DEC. 8, 1928.

THE LABOUR RIFT.

The split amongst British Labourites on the fiscal question provides one of the most intriguing political developments of recent times. Traditionally, the Labour Party has always staunchly upheld the Free Trade system, for a variety of reasons. One of the factors has undoubtedly been an inclination to oppose anything which might be said to favour "the big interests," and, of course, most of the major aspects of Conservative policy have been consistently opposed as a matter of principle. Another point which applies with particular force to the theorists in the Labour Party is that tariffs have by this section always been regarded as repugnant from the standpoint that they obstruct the free flow of trade and as such are considered bad economics. This belief lies at the bottom of the opposition now manifesting itself against the Trade Union element. It may be presumed that, but for the severe depression in the textile industries at present, this rift would never have occurred. In the past, Trade Unionists as a body have usually been on the side of Free Trade, but there is now a growing feeling that "safeguarding" might, in the circumstances prevailing, do something to bring about an improvement in the situation. The revised Trade Union attitude would appear to be that, in times of emergency, political theories must give way to practicalities, and thus we find the organised textile workers going back on their previous opposition to any departure from Free Trade principles. On the other side, we have Labour's political leaders uncompromisingly hostile to anything which in the least degree smacks of Protection, and threatening to stand firm against any attempt made to apply it to the textile industries. What the upshot will be remains to be seen, but that we have here the makings of a very serious split in Labour ranks is apparent. One would have expected Labour as a whole to favour any steps which would prevent or minimise the effects on the British worker of the importation of "sweated" goods from abroad, but it is evident that the politicians look to other means than Protection to secure an improvement in the industrial situation. However, even the political leaders are not at one on the matter, witness the fact that Mr. Ramsay MacDonald would so far depart

from Free Trade principles as to shut out altogether all products of "sweated" labour. That, needless to say, is much further than even the Conservatives would go. He is, nevertheless, a sturdy opponent of anything in the nature of a general tariff.

The more this question is looked into, the clearer does it become that it is an extremely thorny one, and we imagine that Labour's political stalwarts are to some extent animated in their opposition to tariffs by the belief that any Party subscribing thereto is likely to fare badly at the coming General Election. The many facets of the question can be debated to the point of weariness, but the point does remain that the British electorate has on more than one occasion demonstrated its strong dislike of Protection in any form. That, incidentally, is one of the reasons why the Conservatives, though Protectionists at heart, hesitate to come out definitely on the question. Present tendencies seem to show that, of all the Parties, the Liberals alone remain the real champions of Free Trade.

Treaty Trouble.

The problem of gauging a man's mentality at a certain time, much in the public mind of late in connection with the celebrated forgery trial, is presented in a more difficult form in the objections raised in Nanking to the treaties recently concluded with Italy and Belgium. The essential facts are simple enough. Dr. C. T. Wang, the Nationalist Foreign Minister, after a long and presumably serious negotiation with the representatives of the two European powers, achieved a creditable and friendly settlement of all outstanding issues, agreements later being signed. The treaties clearly enunciate the principle of equality, while in return for nothing not enjoyed hitherto, Italy and Belgium have recognised China's right to tariff autonomy and have agreed to relinquish extra-territorial rights from January 1st, 1930. In the Italian agreement there is a proviso that China may make arrangements for the abandonment of consular jurisdiction before that date, failing which Italy will wait until a general agreement has been effected with the signatories to the Washington Nine-Power Treaty. The treaties were on Thursday submitted to the National Government for discussion, and it is the nature of the argument which leads us to enquire the mentality of the Chinese political leaders. Mr. Tsai Yuan-pai, a professed Moderate, keenly criticised the results of Dr. Wang's endeavours on the ground that "too many concessions were being made." He complained against the postponement for a year of extrajudicial relinquishment, and attacked the freedom given to Italians and Belgians to trade, live and purchase land in China as opposed to the Nationalist desire for equality. In the latter connection, we may well ask what Chinese are doing in London, Liverpool, Singapore, Brussels, and doubtless in Italy, but the point is too obvious to be laboured. In due course of time, the Nationalist leaders may accustom themselves to elevation to responsibility. At present, China appears to be ruled by politicians whose actions are governed by strange abstract principles and who are the sworn enemies of anything in the nature of a compromise. We may with safety rest content in the knowledge that some of these illusions will be shattered when the bigger Powers devote their attention to new treaties.

EXCHANGE RATES.

| | London, Dec. 7. |
|------------------|-----------------|
| Paris | 124.15 |
| Geneva | 25.18 |
| Berlin | 20.355 |
| Oslo | 18.19 |
| Helsingfors | 19.75 |
| Athens | 47.13/32 |
| Buenos Aires | 270% |
| Hongkong | 4.85/32 |
| New York | 12.07% |
| Amsterdam | 18.15 |
| Stockholm | 34.495 |
| Vienna | 30.03 |
| Madrid | 816 |
| Bucharest | 1/10.25/32 |
| Bombay | 34.885 |
| Yokohama | 12.05 |
| Brussels | 10.8% |
| Milan | 5.29/32 |
| Copenhagen | 26.5/16 |
| Prague | 26.7/16 |
| Lisbon | 26.5/16 |
| Shanghai | 26.5/16 |
| Silver (spot) | 26.5/16 |
| Silver (forward) | 26.7/16 |

—British Wireless.

DAY BY DAY.

A MALICIOUS ENEMY IS BETTER THAN A CLUMSY FRIEND.—*Mme. Swetchnine.*

The Gazette contains a list of Public and General Holidays for 1929.

The name of the Auctioneering and Broking Company, Limited, has been struck off the Register.

Mr. J. M. de Castro Basto is leaving by the President Madison to-day for a short holiday in the Philippines.

Lt.-Col. F. G. Exham, D.S.O., Mr. A. C. Bowler and Mr. W. R. Eldridge arrived yesterday on the Malwa from Shanghai.

The forthcoming wedding is announced of Mr. C. N. Dragon, of St. Joseph's College, to Miss L. M. Santos, of No. 12, Prince Terrace.

About Hong Kong

Do you know that—

His Majesty King George V. once paid a visit to the Colony?

This was when he was a young Prince, Hongkong being visited when, in company with Prince Albert Victor, (the Duke of Clarence), he made a naval tour aboard H. M. S. Bunsen.

Other Royal visitors to the Colony have included the Duke of Edinburgh (1869) the King of Cambodia (1872) the Grand Duke Alexis of Russia (1872), Prince Philip and Augustus of Saxe-Coburg Gotha (1872), the Duke of Genoa (1879), Prince Heinrich of Prussia (1880), King Kalakaua of Hawaii (1881), the Duke and Duchess of Connaught (1890), and the Czarwitsch of Russia (1891).

H. R. H. the Prince of Wales and his brother, Prince George, have also more recently visited Hongkong.

A bankruptcy notification states that a second and final dividend of \$1.15 per cent. has been declared in the case of Fung Tat-hang, of No. 6, On Hing Terrace.

The Gazette notifies that Sir Joseph Horsford Kemp, Kt., K.C., C.B.E., having returned to the Colony, resumed duty as Attorney General on the 6th instant.

Tenders are being invited for the purchase of the Government steam launch Victoria. The launch will be sold as she lies at the Yau-mat Government mooring with all gear and fittings.

There will be sold at the P.W.D. offices on the 24th instant, New Kowloon, Island Lot 1193. Situated at Shamshuipo, it has an area of about 20,000 square feet, and the upset price is \$35,000.

It is notified that, at the expiration of three months, the Sarawak Timber Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

To-day finds the leading cinemas giving final screenings of excellent pictures. There is "Ramona," starring Dolores del Rio at the Queen's; Harold Lloyd's famous comedy "Safety Last," at the World; and "Across The Pacific," featuring Monte Blue, at the Star.

H.M.S. Hermes sailed from Jesselton on Friday and arrived at Kudat on her southern cruise. On the same day, the flag ship, H.M.S. Kent, and H.M.S. Berwick left Yokohama for Hongkong, being due here on December 12. H.M.S. Suffolk left Yokohama to-day for Woosung.

We have received from the Hongkong and Shanghai Hotels, Ltd., price lists of goods which will be obtainable on and after Wednesday next in the Grocery and Butchery Departments of the Peninsula Hotel. Monthly accounts can be opened by arrangement, whilst immediate deliveries are assured.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Bombay (5), Colombo 1 (1), Pnom Penh 2 (2), Baghdad 2 (1); Cholera, Calcutta (2), Madras 18, Rangoon (2), Tuticorin 1, Pondicherry (1), Bangkok 4 (1); Small-pox, Basrah 12 (8), Bombay 2 (1), Calcutta 2 (1), Madras 18 (0), Moulmein 2 (1), Negapatnam 16 (2), Pondicherry (1), Samarinda 3 (1), Pnom Penh 8 (4), Shanghai (11), Baghdad 84 (18).

THE ANTARCTIC EXPEDITIONS.

Why Men Become Explorers.

Exploration rides again on frost-tipped wings as two intrepid air-men who have spanned the arctic turn their attention to the geographical question mark which lies across the bottom of the world. Upon a vast continent where chill winds sweep across a frigid waste, Commander Richard E. Byrd and Capt. Sir George H. Wilkins will search for new things to place upon the maps. When they return they hope to trace with bold and definite strokes at least a part of the now vignetted outlines of Antarctica. There is not a new quest. Navigators since the days of Gortiz and Vespucci have found a fascination in the rugged waters near the antarctic. In the frail ships of the sixteenth century they made the voyages which were reported to have discovered the South Shetland Archipelago and South Georgia Island. The authenticity of these claims has since been doubted and it was not until Jan. 27, 1773, when Capt. James Cook, the British navigator, first crossed the antarctic circle that the real history of exploration south 66 degrees and 32 minutes began.

Since the days of Captain Cook millions of dollars have been expended to wrest from this ice-clad area new secrets to add to the store of human knowledge. Tales of heroism have been etched deeply across that record. Important data have been compiled as the reward for difficulties and hardships overcome.

Some score of expeditions of major character have invaded this region but in attempts to reach the south pole and to explore uncharted seas. But with all this research the antarctic has remained the greatest puzzle on the globe. It is, roughly, the size of the United States and Mexico, with an estimated area of approximately 4,600,000 square miles. Yet only a little more than one-quarter of its coast line has been mapped and the explored portion within the continent itself covers only the narrow triangle formed by the routes of the two laborious journeys to the pole.

In all this huge area, natural scientists believe, there exists no animal life of any kind. One expedition reported a single spider. That is all. It is a marked contrast to the arctic, where animals are reported to be plentiful, and illustrates the sharp differences which exist between these two "ends" of the earth.

When Commander Byrd made his historic flight to the north pole in 1926 and when Captain Wilkins this year spanned the arctic basin, they both flew during the last of the winter period. Their flights in the antarctic, however, will be made during the spring or summer months. The reason for this lies in the fundamental difference between the two polar regions. The arctic, to begin with, is chiefly water, and the elevation, therefore, is low. Only the mountainous regions are snow covered during the entire year so that less than one-quarter of the arctic is in the perpetual grip of ice. The antarctic, on the other hand, is chiefly land. It is uniformly the highest area in the world, the south polar plateau averaging 10,000 feet above sea level. Thus 99 per cent. of the antarctic is continuously ice-covered.

The heat of the summer, softening the drifting masses of arctic ice, makes it advisable for explorers to do their work there during the winter months. Around the south pole the midwinter temperature drops to an average of 30 degrees lower than the coldest days in the arctic. These are among the factors that prompt the use of the summer period for south polar exploration.

The Byrd and Wilkins expeditions, in point of the interest which they have focused on the south polar region, bear a marked resemblance to the research conducted during two other periods. The first was in the years around 1840 when Lieut. Charles Wilkes, an American naval officer, first recognized the antarctic as a new continent. The Wilkes expedition, undertaken from 1838 to 1842, was the most costly on record up to the present time. It was financed by the United States Government, not as a "dash" to the pole, but to explore

the antarctic seas for the benefit of American commerce. Its cost \$600,000, an amount exceeded only by the \$800,000 which will be expended by the Byrd antarctic expedition.

Capt. N. B. Palmer, in command of an American sealing vessel, was the first to land on the antarctic continent. In 1821 he discovered Palmer Land, the name of which has since been changed to Graham Land. But Captain Palmer did not know that he had discovered anything more than a large island.

It remained for Lieutenant Wilkes, sailing the sloop Vincennes and Peacock at the head of an ill-equipped fleet of five vessels, to recognize that the land he sighted during February, 1840, was the shore of a major continent.

One of the most fruitful antarctic expeditions was made coincidentally with that of Lieutenant Wilkes by Capt. James Clark Ross, R. N. With the vessels Terror and Erebus, in 1840 he traced the coast of Antarctica from Cape North to Cape Crozier and discovered the Ross ice barrier on which Commander Byrd will make his base.

The second period of concentrated interest came in 1912 and 1913. At that time there were five expeditions in the antarctic region at once.

In was in those years, a decade and a half ago, that the south pole was discovered. Those were the years in which Amundsen and Scott conquered the weary ice-covered miles and reached the one point on the globe where, no matter which way they turned, they would still be facing in the same direction—the south pole from which everything points north.

Capt. Ronald Amundsen reached the pole on Dec. 14, 1911, and after four days passed in making observations started back with his four companions. His account records "ideal sledging conditions... beautiful weather," and yet the average progress of the party on its return was nineteen to twenty miles a day.

Thirty-five days after Amundsen reached the pole, Capt. R. F. Scott successfully completed his second effort to penetrate to 90 degrees south. He used the same route which Sir Ernest Shackleton had followed in 1909 in his journey which brought him within 111 miles of the pole.

The accuracy with which this point on the globe can be determined was indicated by Captain Scott's discovery of the tent and records which Amundsen had left at the south pole. Meanwhile Sir Douglas Mawson's expedition was making some of the most important coastal explorations on record. Sir Douglas not only discovered King George V Land around Queen Mary Land, but confirmed the theory of Lieutenant Wilkes that the antarctic was indeed a continent.

The two other expeditions in the field at that time were not so fortunate. Capt. William F. Fisher, explorer of Tibet and Persia, abandoned his attempt to cross the entire antarctic continent and sailed along the coast instead. An expedition commanded by Captain Shirase of the Japanese Navy reached the Ross Sea only to find that the pole had been discovered, and turned back to Yokohama.

All of this study under such trying conditions, all of this costly and difficult research—what is its value? Perhaps the best answer is the one often quoted by explorers, that the \$2,000 spent to finance Columbus's voyage resulted in the settlement of America.

No such results, of course, are hoped for in the antarctic. But no natural scientist who ventures into the icy regions at the bottom of the world but believes with good reason that important discoveries are still to be made.

A veteran of the Shackleton expedition puts it quite simply. "The reason that men become explorers," he said, "is because they don't know what they will find until they find it, and they can't tell just where they're going until they get there. Were it otherwise, there would be no reason for exploration."

Such is the lure of the geographical question mark which lies across the bottom of the world—C. E. G. in *Christian Science Monitor*.

FIRE RISKS AT SEA.

COMMON STOCKHOLD FOR OIL AND COAL.

London, Nov. 9.

The Court of Inquiry appointed by the Board of Trade to consider the cause of the fire on the steamer Carmarthenshire in the Thames on July 7 yesterday delivered its findings.

The Court found that the fire was caused by oil leakage. The responsibility for the fire did not rest with the Glen Line, nor with any of the parties cited in the inquiry.

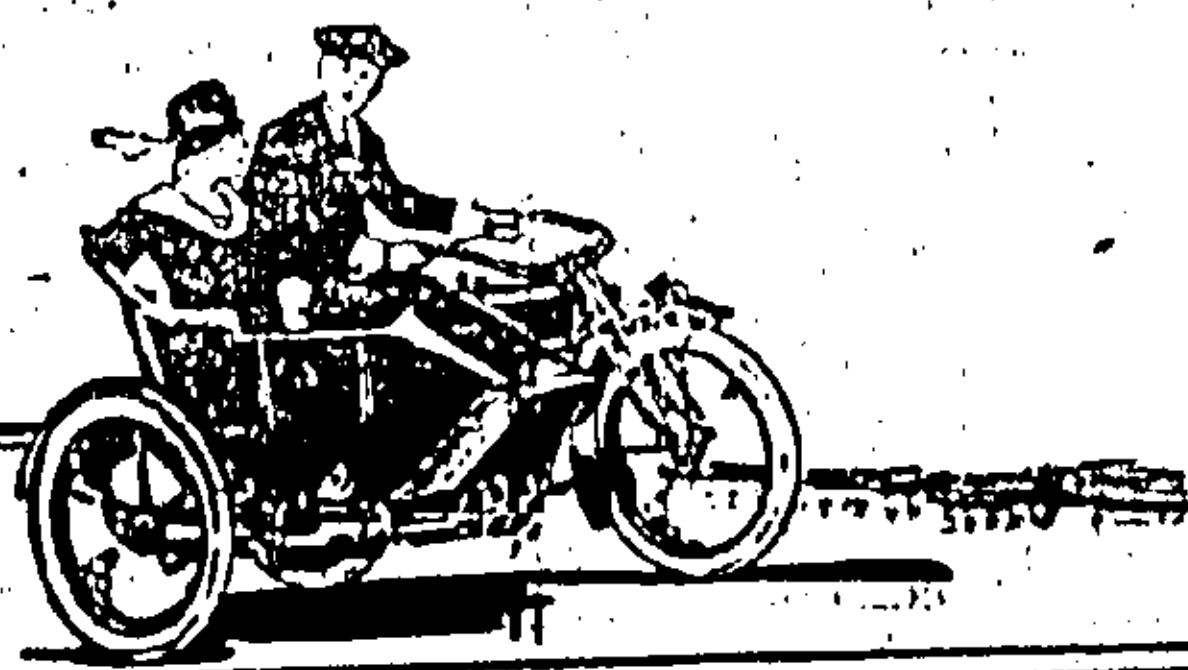
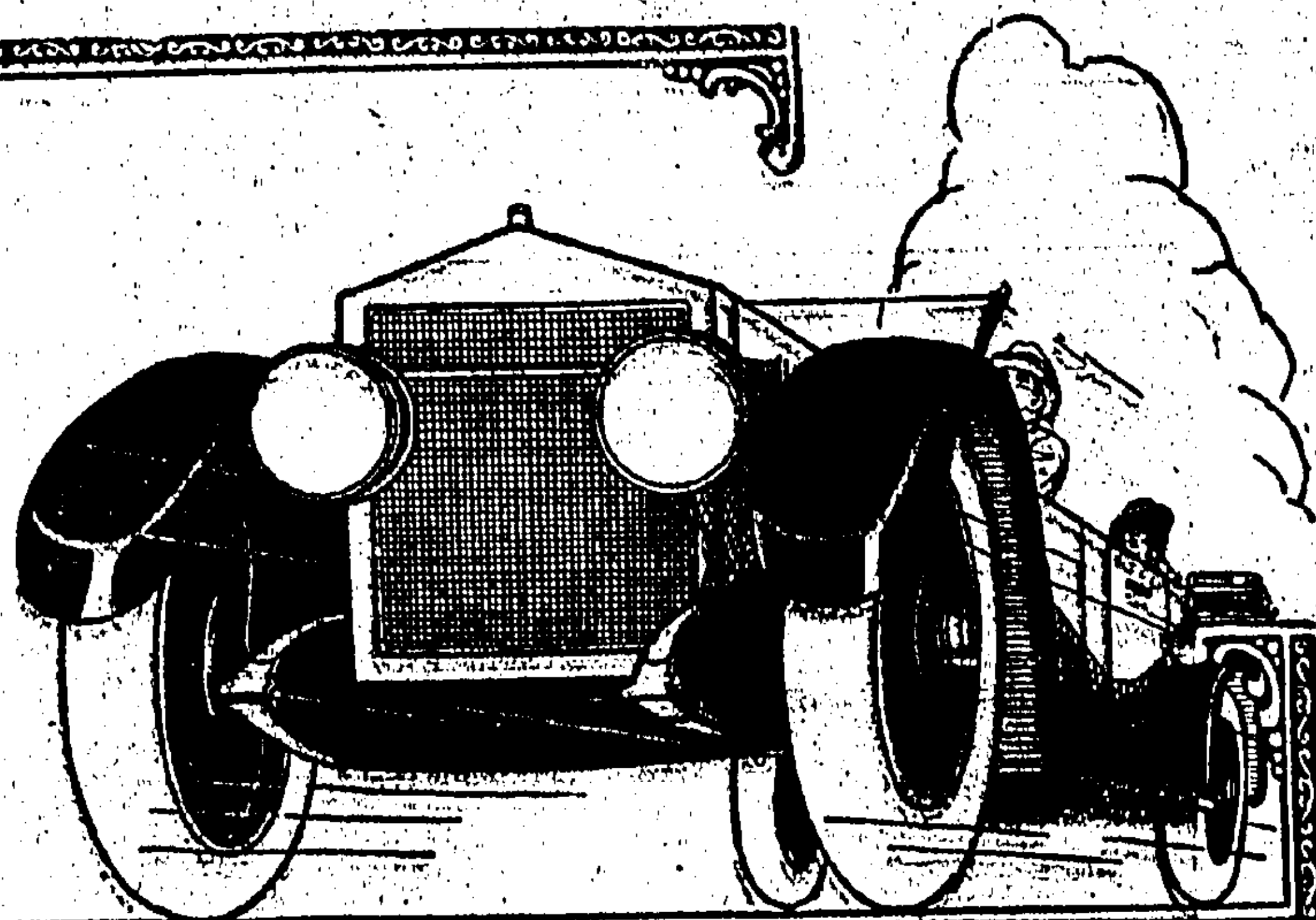
and no issue arose as to any certificate.

The Court considered that the fire would have occurred had oil fuel alone been used in all the furnaces, but that it would not have occurred had coal alone been used. It expressed the view that the risk of fire is greater when both coal and oil-burning furnaces are used at the same time in a common stockhold than when oil fuel is used alone in an oil-tight compartment.

The practice of using coal and oil-burning furnaces at the same time in a common stockhold, it was held, substantially increases the risk of fire, which may become uncontrollable when the ship is at sea.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 8th DECEMBER, 1928.
Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The H.K.A.A. Dinner.

It is gratifying to know that booking opened very briskly for the annual Dinner Dance to be held on December 14th, organised by the Hongkong Automobile Association, and that a record number of members and their friends is expected. There is, of course, ample accommodation at the Peninsula Hotel for a very large gathering, and it is hoped therefore that those members who have not yet booked seats, will make a special point of doing so as early in the week as possible. It will be the first public function in the hotel (apart from the opening ceremony) and it is really up to members of the H.K.A.A. to ensure that an exceptionally large crowd shall be present. During the evening, Mrs. E. D. C. Wolfe, M.B.E., will distribute the prizes awarded in connexion with the decorated motor car event at the Grand Tattoo. It should be borne in mind that booking will definitely close on Tuesday, December 11th. When booking seats, members should see that the number of the table is written on the tickets.

Late Services.

For the convenience of those who have to cross the harbour for the H.K.A.A. Dinner Dance, it is announced that ferries will leave Kowloon at 12.15 a.m. and 12.45 a.m. A special Peak tram will run at 1.05 a.m.

Parking Arrangements.

Special arrangements have been made for the night of the 14th for stationing H.K.A.A. patrols in the vicinity of both the ferry piers, while another will be on duty at the Peninsula Hotel. Members' cars will therefore be under observation while the owners are enjoying the dancing.

Shoko Road.

The widening which has been completed at the junction of Shoko Road and the Island Road, has brought about a great improvement, so much so that some motorists have actually complained that the increased road space has resulted in some drivers actually speeding past this corner. An added danger has therefore arisen, but we understand that it is intended to erect a "silent policeman" which will eliminate the present risk. This device is fitted with reflectors which by catching the rays of headlights by night, give definite indication and warning.

An Abundant Attitude.

For the second time within a month, a motor cyclist has been summoned before a Magistrate for

riding a motor cycle without being accompanied by a licensed driver, and again the police witness put forward the statement that the instructor should ride on the pillion! As we mentioned in these notes on the last occasion, the act of an instructor endeavouring to ride on the pillion of a machine being ridden by an individual unacquainted with the art of balance, would be extremely hazardous and foolish. It is indeed surprising that the Traffic Department should hold such a view.

Another Assertion.

It was also asserted that it is more dangerous to accompany a learner driver in a motor car than on the pillion of a cycle. We totally disagree with that dictum also. An instructor sitting beside a pupil in a car has an opportunity of taking the wheel should urgent need arise, and not only that, but is so situated that he can give advice and see that it is carried out. The suggestion that a man sitting on a pillion is in a better position to control the machine, than were he sitting next the driver in a motor car, is untenable and cannot be seriously entertained for a moment. If a regulation actually does exist which insists upon a motor cyclist instructor riding pillion in order to train a prospective rider, the sooner it is rescinded the better and safer for all concerned.

Saved by "Triplex."

During the week we were informed of a nasty little mishap which recently befel a local motorist, resulting in his goggles receiving a sufficiently hard blow to smash them. As it happened, they were fortunately made of "Triplex" splinterless glass, and although broken, the glass upheld its reputation, probably saving the eyesight. In any case, the motorist in question is thoroughly convinced that he owes a lucky escape to "Triplex."

Weightbridge Wanted.

We have heard a number of local motorists express the opinion that the suggestion made in these notes recently that a weightbridge be installed in the City, is one which should be acted upon. One reader is convinced that the Fire Station would be the most suitable location. We are certainly convinced that not until such a method is adopted, will the damage done to roads by excessively laden trucks and vehicles be prevented. At the present time, roads are re-surfaced one week, and ruined the next solely on account of the lack of any effective means to check up excess loading.

GENIUS?

The youngish chap, with set ideas, just old enough to vote,
Who out-thinks seasoned engineers, I beg you, here, to note.

There never was a car or bike produced to suit his taste,
He'll demonstrate, with chart and mike, their multiples of waste.

With lengthy words and mystic signs, he'll prove Ricardo wrong—
His parents chant, with smiles benign, the chorus of his song.

His theories are so radical, so voluble and bold,
To me they're merely fadical.
In fact they leave me cold.

For littered round his garage floor are bits and lumps of car,
And when he drives on through the door it doesn't travel far.

It limps, and sighs, and whines, and grinds, and splutters to a stop,
Which earn him portions of the minds of Sunday traffic cops.

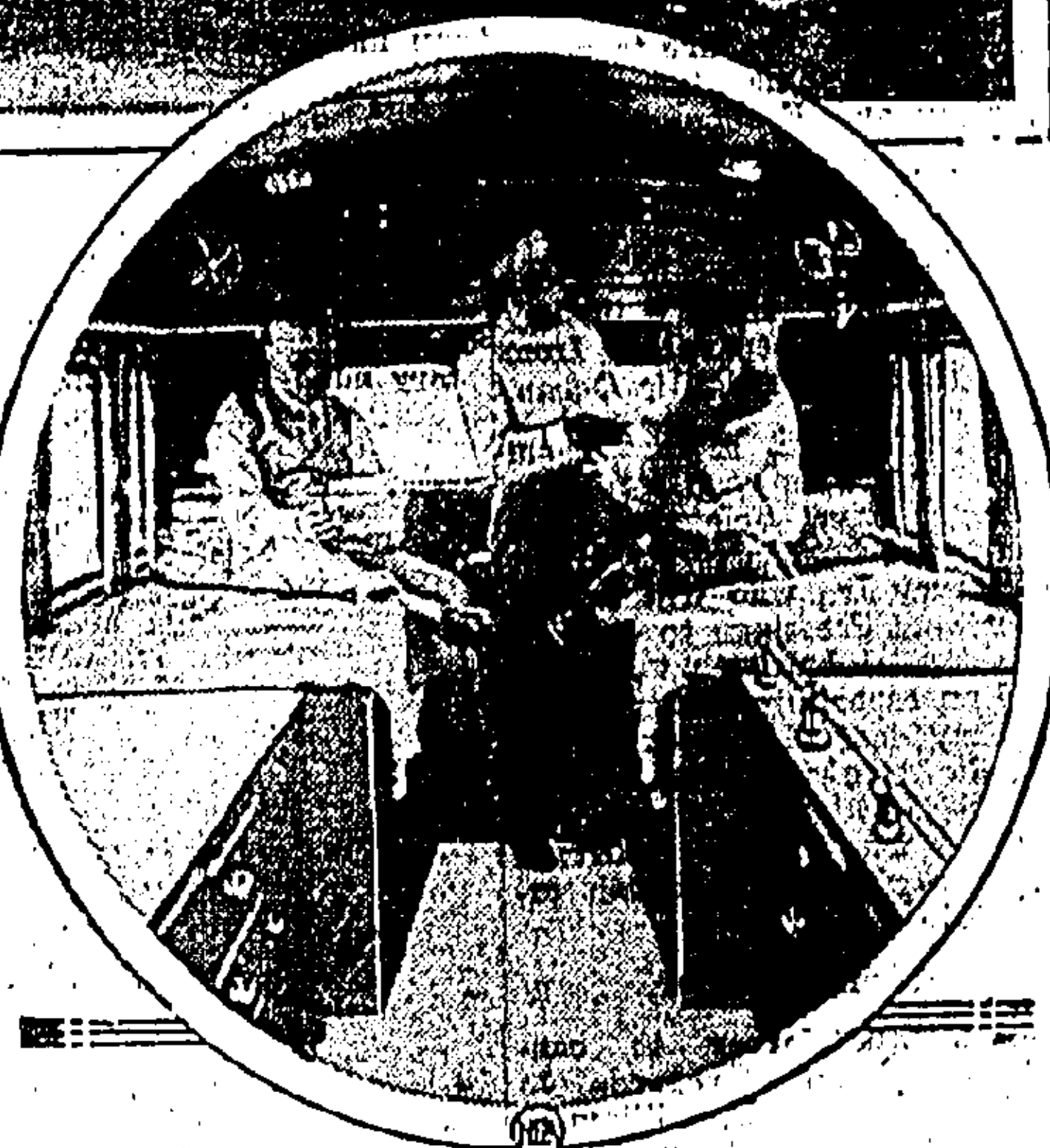
He's pushed them home, and towed them home, and left them in the street,
And gone to read another tome on "Principles of Heat."

If words can win success, he'll win, for words he's never lacked—
He merely doesn't know that every theory's not a fact.
(Sydney Sun).

"BAGGAGE CAR" FOLLOWS PRIVATE BUS.



When J. W. Kaufman, wealthy sportsman and business man of Columbus, O., takes his friends on a long distance tour or outing, he takes all conveniences with him. A baggage car, as shown above, trails his sumptuous touring bus, carrying supplies for the trip. The bus itself is a special White six-cylinder chassis with a Bender body and carries the facilities of living room, dining room, wash room and bedroom, besides all appointments from ice water to radio. A view of the interior, with Kaufman (at left), and two of his guests, is shown below. The baggage car is a White "De Luxe" of the delivery type.



ART AND CARS.

"Style-consciousness." BEAUTIFUL VEHICLES.

Detroit, Nov. 3rd.—The automobile of the future will be art, motorized. So thinks Richard M. Bach, associate in industrial art at the Metropolitan Museum of Art, New York City.

What that art shall be, what the future holds for the artistic side of the motor car, no one knows, but according to Bach, the present system of changing car designs every six months will be abandoned in favour of a style that is artistic and so beautiful that these quick changes will be unnecessary.

"It used to be thought that certain forms of art must be classed as fine, and others as industrial, but this is no longer true," Bach says.

"The growing style-consciousness on the part of the public is just beginning to be capitalized by the automotive industry, after twenty others have already responded to it."

Speaking before the Detroit section of the Society of Automotive Engineers, Bach told them that despite opinions to the contrary, his was that the oftener a car's style was changed, the shorter became the life of the car. "Actually, you can't make your cars much better," he told them, "though you can add improvement. If you make constant changes, how can you expect the public to have confidence in your design? You must build just as solidly from the art side as you have from the mechanical side. I am hoping that you will develop a car style that will last just as long as the engine does."

And he concludes, "You will live to see cars that will take their places beside the most beautiful things in the world."

TOUGH ON THIEVES.

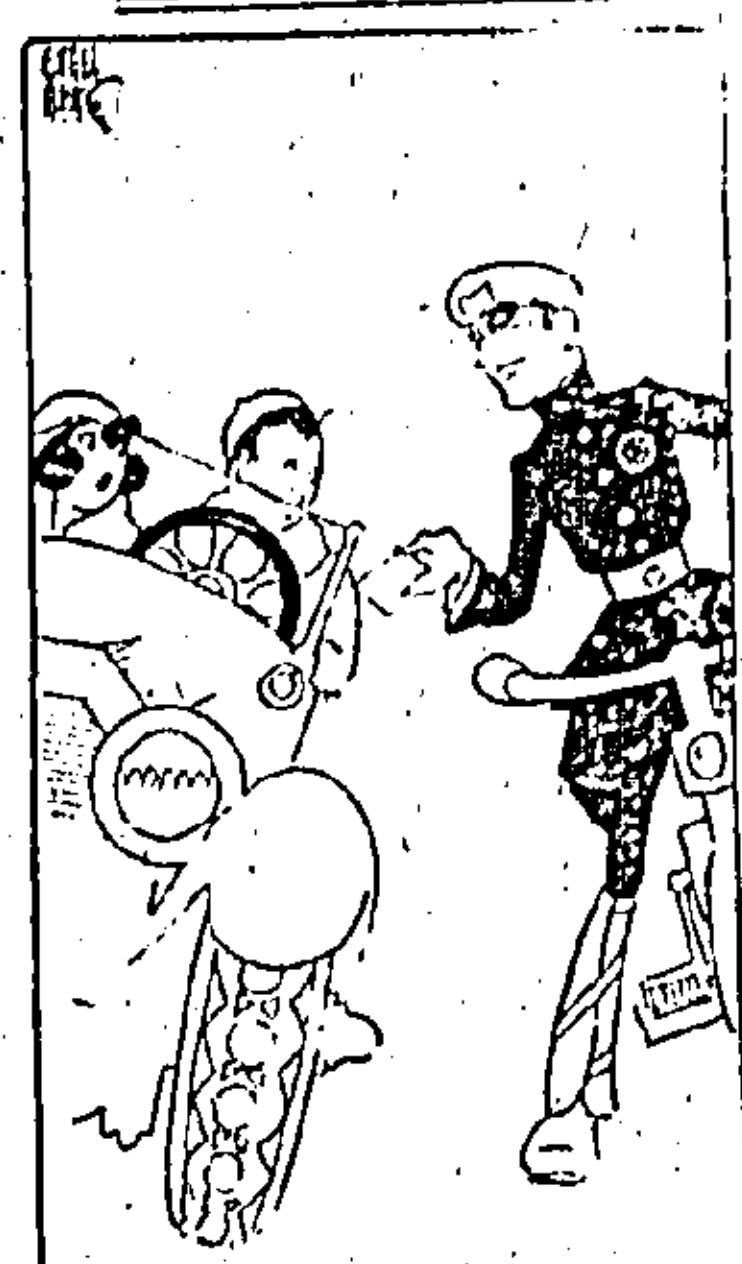
Walter E. Wood and John Rose of the Automobile Club of Southern California recently toured Arizona and New Mexico in an effort to secure their co-operation in seizing cars stolen in California and brought into those two states.

WORKERS' GARAGE.

London Innovation.

Cheap British cars are producing a set of traffic and parking problems in English cities duplicating long-existing conditions in America.

The extent to which employees on average salaries are buying cars is shown by the action of Messrs. J. Lyons and Co., the huge catering and tea-shop organisation in London. To accommodate the cars owned by its employees working at one of its biggest restaurants, it was building a special garage in Hammersmith.



To some folks a thing of duty is a joy forever.

TO LURE MOTORISTS.

Touring Stamps.

IDEA IS ADAPTABLE.

As a means of encouraging foreigners to tour France, the French Ministry for Commerce and Labour is considering the use of "touring stamps" for postal purposes.

Instead of the usual heads of famous men which usually appear on French postage stamps, scenes of beauty or historical interest in leading tourist centres are to be used, thus making the stamp an incentive to the tourist.

SEGRAVE AGAIN.

Speed King to Race in Florida.

1,000 H.P. CAR.

London, Nov. 5th.—Major H. O. D. Segrave, who, it will be remembered, established a world's speed record of 203.79 miles an hour at Daytona early this year, will return to Florida and attempt to shatter this mark.

With a 1000-horsepower engine, Segrave hopes to do between 240 and 260 miles an hour. Special tyres, built to withstand extreme heat, are guaranteed to last at that speed for 60 seconds.

While about record setting, the British speed king will attempt to shatter the motor boat speed record, also.

COMPULSORY INSURANCE.

Enforcement Sought in U.S.A.

PROTECTING THIRD PARTY.

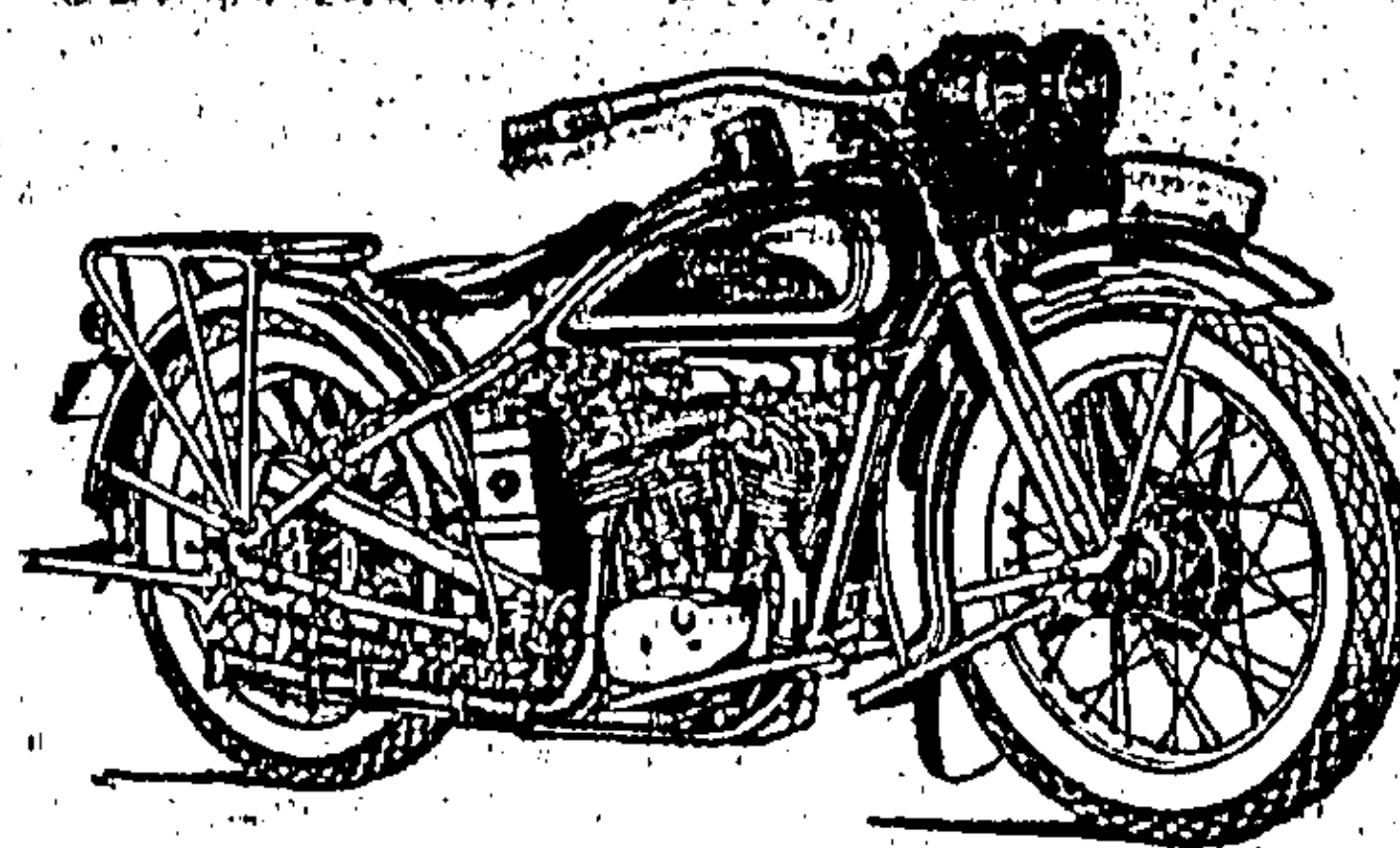
Compulsory insurance by all owners of motor vehicles to cover third-party risks is being urged in America. Two separate Acts have been drafted, and will be presented to Congress when it re-assembles this month.

Objects of the Acts are to secure protection for pedestrians, property-owners, and motorists, who suffer physical or financial loss in accidents.

Used cars can be bought so cheaply in the U.S.A. that owners frequently have no financial backing, do not take out insurance policies, and cheerfully smash their old cars against other motorists, as well as injure pedestrians, and escape the payment of the bill for damages by pointing out that they have no funds.

The contemplated legislation would check these irresponsibles by keeping them off the highways, for if they piled up a record of accidents insurance companies would refuse to issue policies, and that automatically would debar them from owning and driving cars.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Mileage Headquarters right this way!

Goodrich Silvertowns
"Best in the long Run"

We do business on the oldest rule of success—the rule of giving our customers the most for their money.
The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

SOLE AGENTS:

For Hongkong & South China.

UNIVERSAL MOTOR & SUPPLY CO.

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All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

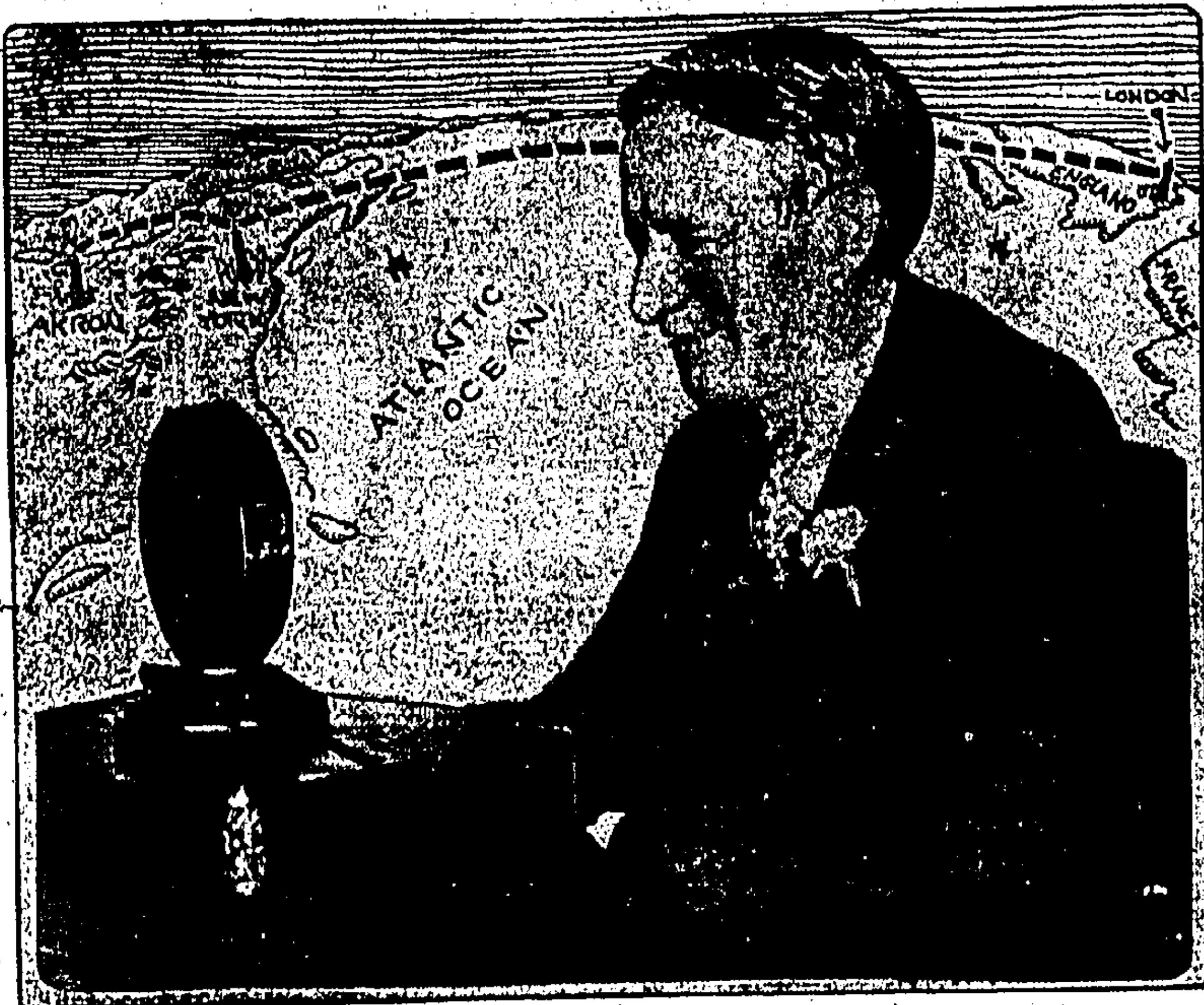
HEAD OFFICE:-

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:-

C.1121-22

LONDON HEARS FIRESTONE ON TELEPHONE.



Akron, U.S.A., Oct. 16. Modern man, able to converse with the four corners of the earth, was portrayed in Akron Tuesday.

The drama of the scientist was laid in the office of Harvey S. Firestone, Sr., president of the Firestone Tyre and Rubber Co.

He talked over the telephone to 300 Firestone representatives who gathered at Brentford, London, to dedicate the new \$3,000,000 English Firestone plant. They heard him as if he were on a platform in front of them.

Harvey Firestone arrived at the plant shortly after 8 o'clock Tuesday morning. He conferred with his secretaries. Apparently he did not think he was introducing a new era of communication in Akron.

The typewriters clicked rapidly in adjoining offices. Office workers bent over their desks. The telephone on Firestone's desk tinkled.

"Just a minute," he said to his secretary, "I'll be with you as soon as I make this call."

He went to his desk and sat down before a microphone.

Voice Heard.

Immediately his voice went over the telegraph lines to New York—over the radio current to London and to Brentford, which is in the heart of the London metropolitan district.

The ocean, grown smaller by the Graf Zeppelin's flight, shrank still more as the voice from Akron sped across the surging Atlantic.

Firestone talked 10 minutes to those congregated in Brentford. Afterward he made a personal call on the same hookup to his son, Harvey Jr., who is in London.

He was as happy as a boy when he finished the conversations. "Harvey told me the reception of my speech was excellent in the auditorium of the plant," he said as he laughed. "They understood me very plainly."

The feat was more intricate on the other side of the ocean than on this side, according to G. B. Ransom, who supervised the local set-up.

Firestone talked directly into a microphone upon his desk. The call went straight through to New York, then over the trans-oceanic radio current to London. The entire system worked perfectly.

After talking to his son, Firestone carried on a conversation with Sir William Joynton Hicks, British industrial leader.

Mechanism Perfect.

The mechanism, which was set up both in the local office and the Firestone plant, was adjusted so perfectly by the telephone company that even the stenographers in adjoining offices were not asked to pause from their typewriting.

Mr. Firestone's speech, which was received by a very excited audience, according to his son, Harvey, follows:

"It is a great pleasure to me to greet the Firestone British organization and European friends who have honoured us by coming to the opening of our English plant."

"We are to-day living in a great age. I am now sitting in my office at Akron, separated from you by the great Atlantic Ocean."

"My only regret is that I am unable to be with you in person. However, I have delegated this pleasure and honour to my oldest son, Harvey Jr., who will extend my personal greetings to each of you to-day. I know that he will extend an especially hearty greeting to my dear old friend, Mr. Marshall Stevens, whom I have been associated with almost 20 years and who is now chairman of the board of our British organization."

Managing Director.

"I also ask Harvey to congratulate and extend regards to the managing director, William E. Duck, and his associates who have built up a fine business in the British Isles, making it possible to carry out a long-felt desire of the company to erect a plant in England to take care of the fast developing motor car industry."

Before deciding on a site for our new works, our secretary, Mr. Stacy Carhuff, spent much time and made thorough investigations to not only obtain a location giving us the best transportation and shipping facilities, but also had in mind the labour conditions.

"In building our English factory, our plans were laid for large expansion and we spared no expense to make it the most efficient plant in the world. We have taken from all of our plants in America and Canada the special designs for tyre building equipments, all of which machinery was built in England as far as it was possible."

"In opening the new plant it was necessary to send over a trained American staff to start operations, but it is our intention to withdraw all of the American staff just as fast as possible."

Personal Regards.

"I also ask that my son Harvey and Mr. Sam Brooks, manager of our Export Division, extend my personal regards to our European distributors who are with you to-day from Norway, Sweden, Finland, Poland, Germany, Denmark, Austria-Hungary, Czechoslovakia, Rumania, Italy, Switzerland, Belgium, Holland, Greece, Yugoslavia, France, Spain, Portugal, Morocco and Danzig. I sincerely appreciate their acceptance of our invitation to London for the opening of our new factory and I hope they will be pleased with the plant and that when the factory is in full operation you will be able to serve them better than we have been able to from our American and Canadian plants."

Again expressing appreciation of having had the opportunity of speaking to you and with sincere regards and best wishes—

"Goodbye."

The new plant is of steel concrete construction, with a two-story administration building and a four-story warehouse. It has a

ONE DRINK DOES IT.

Policies. Cancelled.

"If our investigations show that the driver had a drink before the accident, or had been in the habit of mixing hooch and gasoline, we are not concerned whether there is sufficient legal evidence to convict him of driving while drunk. His policy is cancelled forthwith."

This notification was sent to its clients by an insurance exchange operated by a leading American automobile club.

The reason for this action was found in the concluding paragraph of the circular, which stated:

"We have found that just one drink of the vile concoctions masquerading under whisky labels is sufficient to change normally considerate and competent drivers into irresponsible, who are a menace to themselves and to users of the highways."

MOTOR CASH AND CARRY.

Shop While You Drive.

Motorists at Louisville, Kentucky, have no need to stop their cars when they go shopping. An "auto-market," consisting of drives up which motorists can proceed slowly, while articles are removed from revolving platforms on either side has been opened and is well patronised.

capacity of 2,000 tyres a day. The plant will start production immediately, officials said.

The best labour is available at the site, and the Brentford docks may be used for water shipments, the executives declared.

Used Cars

SEE US WHEN YOU WANT TO

Buy or Sell

10 Queen's Road C. Phone: Central 4925

MODERN MACHINERY

That's why our repair service is better.

LANE, CRAWFORD'S

Ring C. 3193—Garage

ACCESSORIES

A big display of "Oxide" and "Lace" storage batteries suitable for all cars. Also accessories of all kinds for motorists and cycles such as: Electric horns, bumpers, spark plugs, body polish, tyre patches, brake lining, jacks, foot pumps, wrenches, etc., etc. All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building, Tel. Q377.

TRIPLEX (Non-spillable)

Safeguard your eyes whilst motoring, against accidents. Excellent English made frames, full protection, reasonable prices.

LAZARUS THE OPTICIAN.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages—

10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Associate Membership of the B. A. C. and A. A. London.

All Communications for Membership, etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

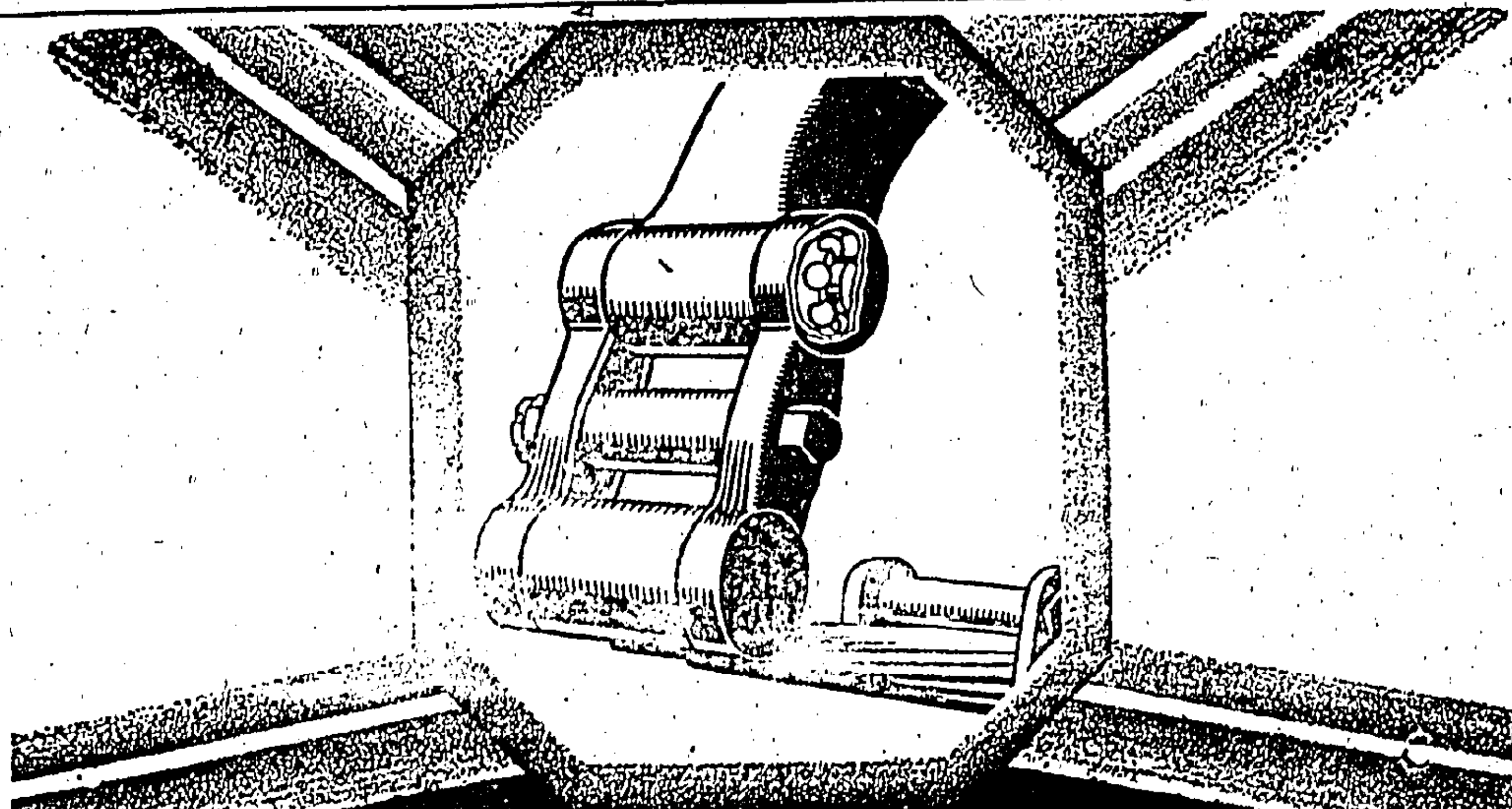
C/o "Hongkong Telegraph"

NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

New Invention
DOUBLES YOUR COMFORT

ONLY a trial run can demonstrate the sensational riding comfort provided by Studebaker's new ball bearing spring shackles. This new and exclusive Studebaker feature "floats" your car over ruts and bumps with tranquil ease.

Each new Studebaker is flexibly suspended on 172 polished steel balls that abolish spring shackle friction and thus forever banish squeaks and rattles. Sealed within each of these patented new spring shackles is sufficient lubricant to last at least 20,000 miles!

Important as it is to your motoring pleasure, unequalled riding comfort is only one of the many improvements you will enjoy seeing here today in these great new Studebakers.

Studebaker's Four New Lines

Studebaker builds four great lines of cars—The President line (60,000 miles in 76,312 miles tested); The Commander (21,000 miles in 21,968 miles tested); The Director (20,000 miles in 47,151 miles tested); The Executive (10,000 miles in 9,841 miles tested). Each is backed by Studebaker's 12-month guarantee.

(Prices range from H.K. \$2,320 to H.K. \$5,650)

THE HONG-KONG HOTEL GARAGE

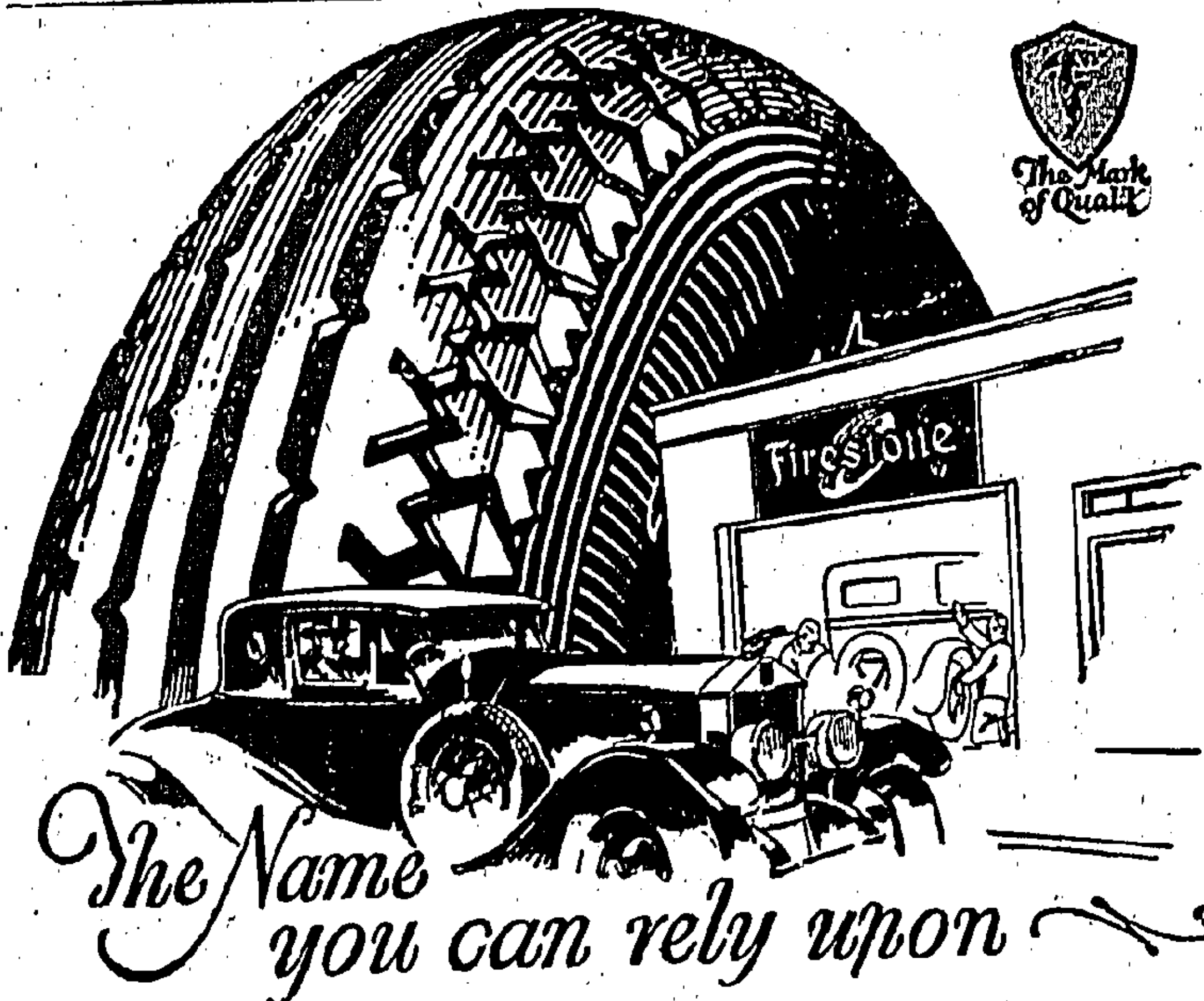
25 Queen's Road Central

Tel. Central 4759.

STUDEBAKER

THE GREAT INDEPENDENT

ESTABLISHED IN 1852



Numbered among the hundreds of thousands of users of Firestone Gum-Dipped Tyres, are veteran race drivers, leading operators of lorries, motorbuses and taxicabs—men who see tyres perform under difficult conditions. Everywhere, the evidence of Firestone superiority is piling up. You can trust the judgment of those who know the facts about tyre quality. Come in and let us explain why Firestone Tyres are better, and why we are equipped to save you money on tyres.

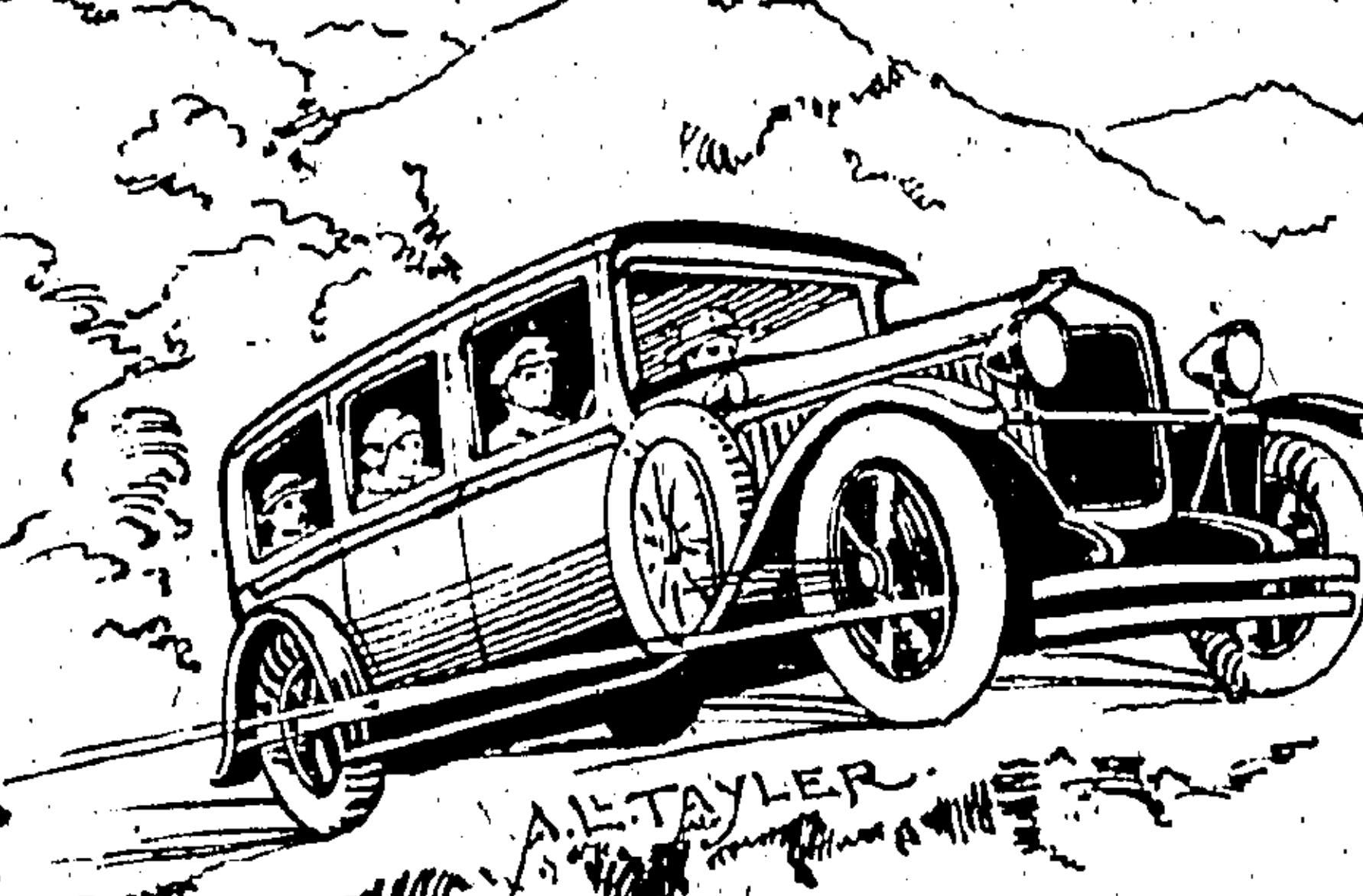
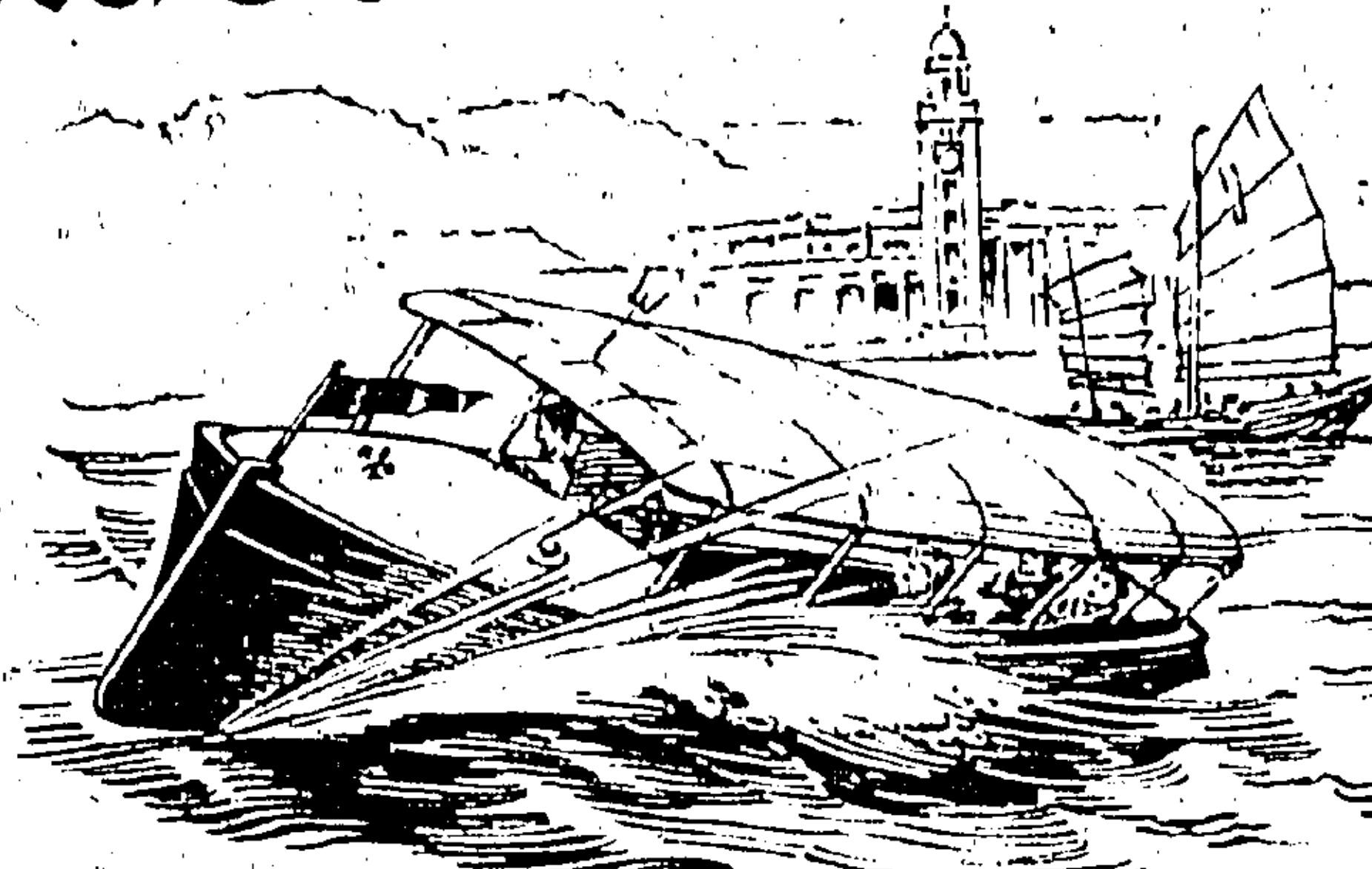
MOST MILES PER DOLLAR

Firestone
GUM-DIPPED TYRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone: Central 1246 or 1247.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

HONGKONG TELEGRAPHS

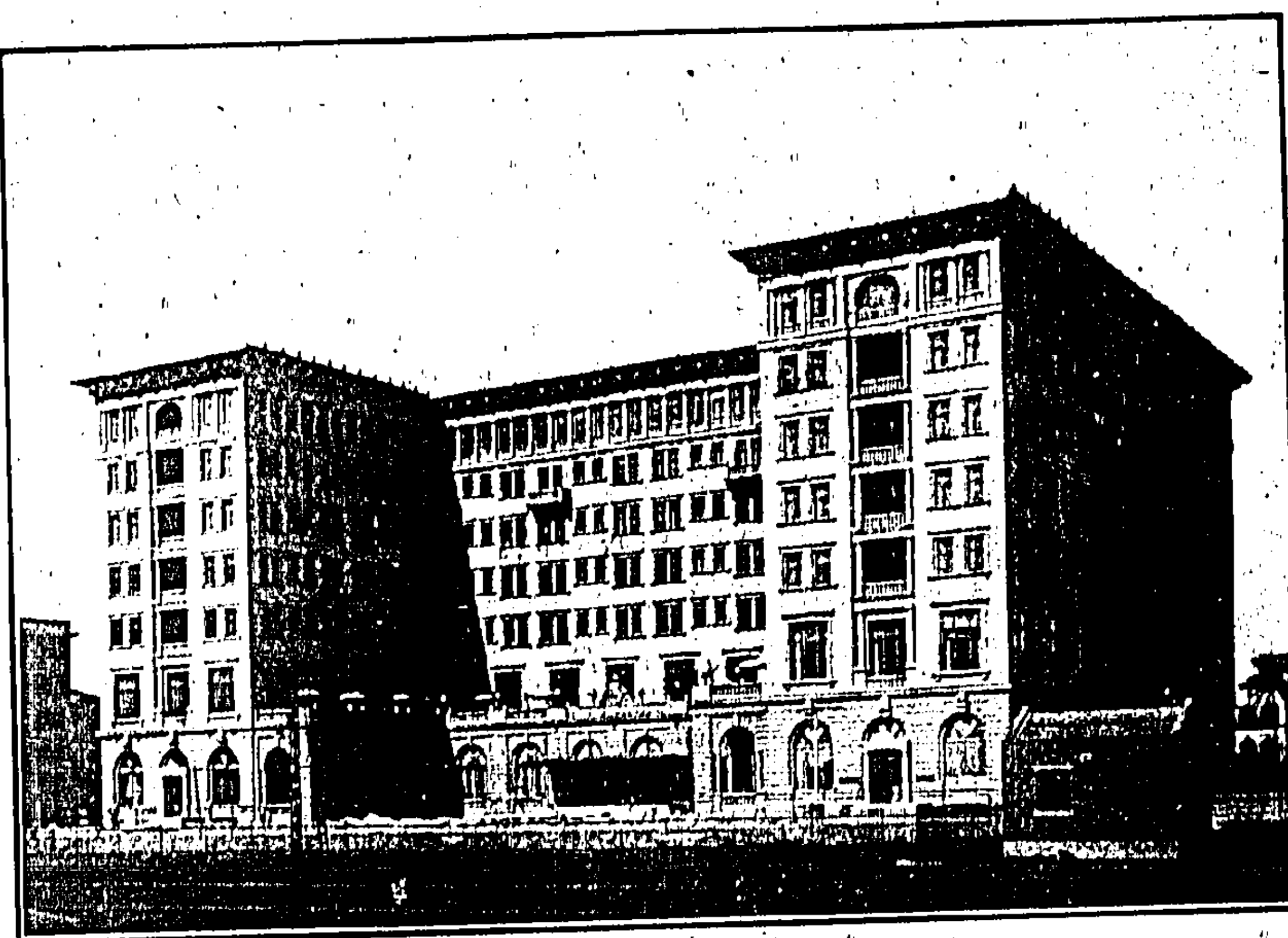


PENINSULA HOTEL NUMBER

A NEW epoch in the history of hotel enterprises in the Far East will be marked on Tuesday next, when His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) will formally open the new Peninsula Hotel, Kowloon—the largest hotel in the Orient and the latest and biggest venture of the Hongkong and Shanghai Hotels, Ltd.

One has to go back as far as the year 1921 to find the birth of the idea which has now come to fruition, for it was at that time that Hongkong first became acutely conscious of its shortage of high-class hotel accommodation, in spite of the fact that the old Hongkong Hotel had not then suffered from the disastrous fire which came some years later and that Repulse Bay Hotel was functioning almost as fully as it is to-day. At the annual meeting of the Hongkong and Shanghai Hotels, Ltd., in March, 1921, we find that the Chairman (the late Mr. A. R. Lowe) gave the first public intimation that the Company was contemplating a big extension, on the Kowloon side, in order to remedy a situation in which it was not possible adequately to handle the growing transient traffic of the port. Negotiations were opened with the Government with the result that the Company was able to acquire the particularly fine site on which the Peninsula Hotel now stands—a splendid witness to the Company's original intention to provide a hotel which would be a credit to the Colony and unsurpassed by anything of its kind in the Far East.

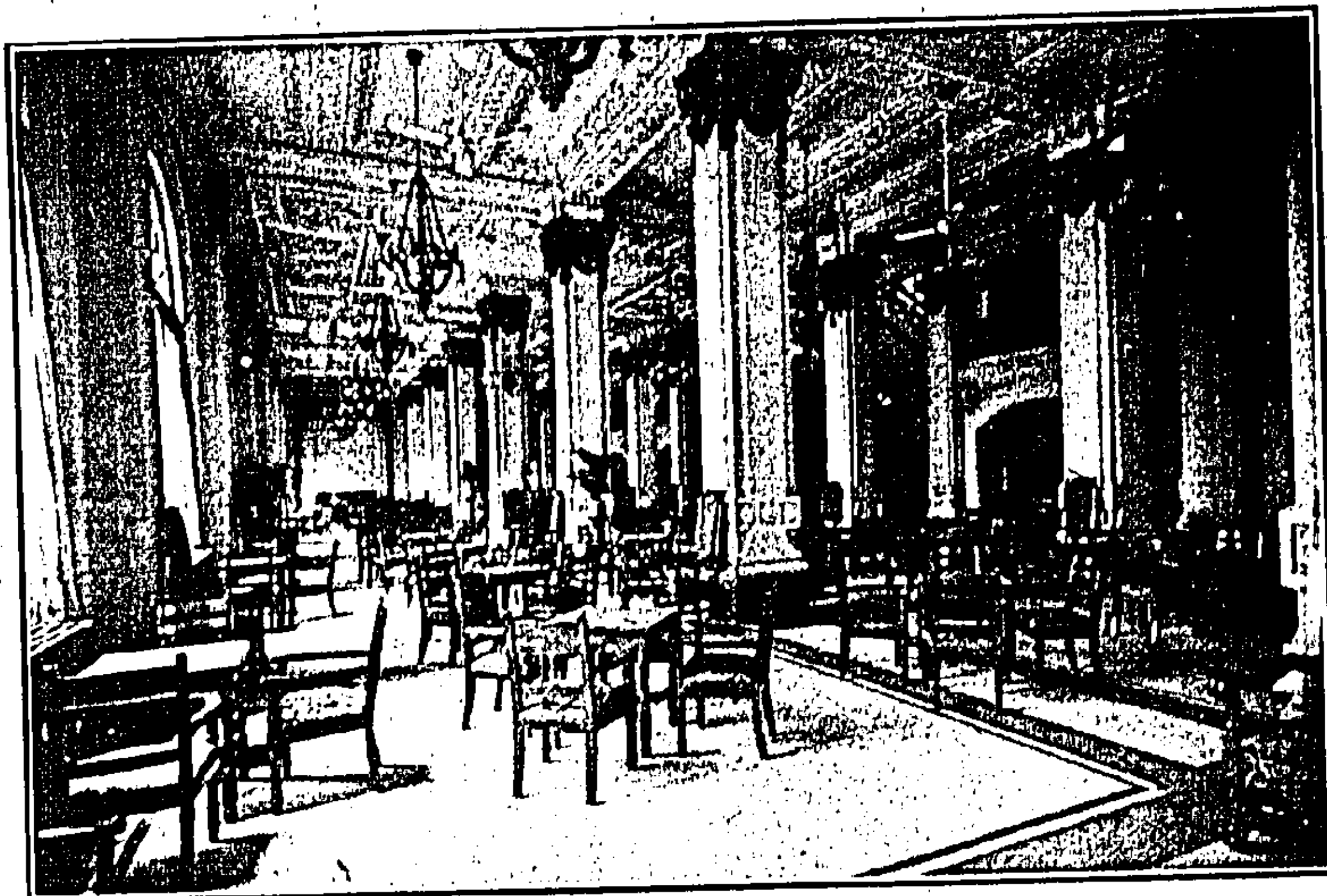
It is now no secret that the late Mr. Bosworth, who was Vice-President of the Canadian Pacific Steamship Services, let it be known that unless a really modern hotel was constructed in the Colony, which is the terminus of the Canadian Pacific's trans-Pacific line, his Company would, against its inclinations, be compelled to consider providing modern accommodation itself in order that steamship passengers arriving here would be assured



The Imposing Facade of The Peninsula Hotel.

of hotel facilities fully in keeping with the high standard of steamship travel across the Pacific. The Hotel Company saw the opportunity, and the then Governor of Hongkong (Sir Reginald Stubbs) and the late Mr. A. G. Stephen (Chief Manager of the Hongkong and Shanghai Banking Corporation) were also keenly interested in this matter of better hotel provision. It was with their advice and co-operation that the site on the Kowloon side was chosen. Both these men of foresight possessed not only the utmost confidence in the future of the Colony but realised that it was essential to have hotel accommodation worthy of the great importance of the port and of a nature befitting its dignity as one of the premier shipping centres of the world.

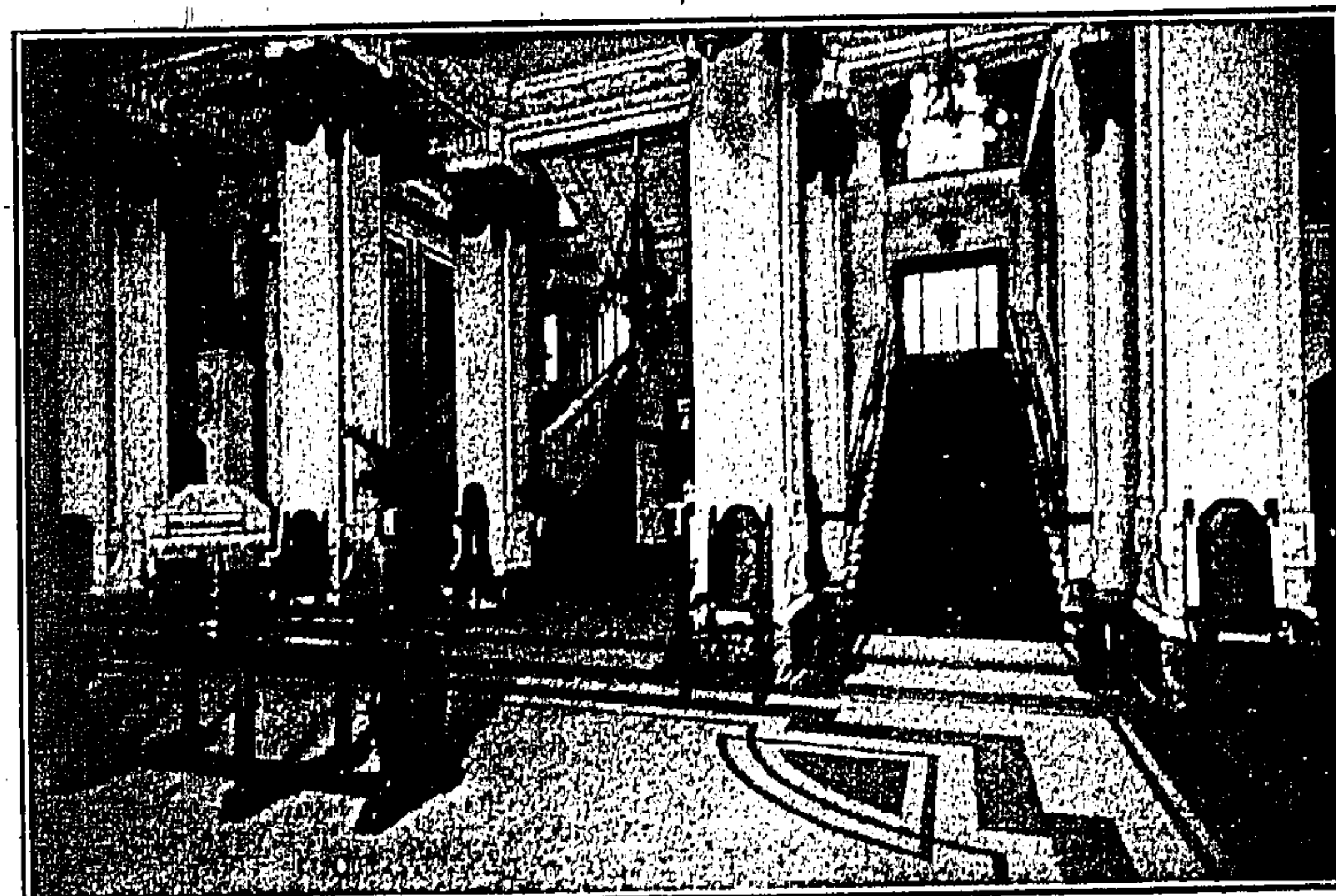
And as to the choice of Kowloon Point as the site of this great caravanserai, there were many considerations which led to its being the most appropriate. Not only is it "The Gateway of the Colony" inasmuch as all the big liners berth on that side of the harbour, but it is the location of the railway terminus and in itself is developing into a residential and business centre of great importance. The development of Kowloon and New Kowloon is and must remain incomparably greater than anything which is possible within the restricted limits of the City of Victoria, where land values are high and will tend to go higher. The natural outlet for Hongkong's growth lies in the wider spaces of the mainland, and the Peninsula Hotel will become more and more the focal point in the activity of inter-communication which must forever go on between the older and newer communities. Situated as it is almost on the seafloor of our wonderful harbour, commanding beautiful views at all points of the compass, and set in the very path of travellers by sea and rail, the Peninsula Hotel stands to-day a splendid monument to the foresight of those who determined its origin, position and nature.



The Magnificent Ground-Floor Lobby.

suitable for the accommodation of troops, and all Hongkong knows, how for many months it contained a complete Infantry Brigade, including officers' quarters, stores, canteens, Navy, Army and Air Force canteens. The bugles of Scottish regiments, and bugle calls which told of parades and the daily routine of military men, were the accompaniment of the building's first habitation. Gradually improved conditions made it possible for the British force in China to be reduced and, just over a year ago, the Peninsula Hotel was freed of its military occupation and handed back to the Hongkong and Shanghai Hotels, Ltd. Since that time the bustle and activity of many workmen has wrought a wonderful change, and the Hotel stands to-day, on the eve of its official opening, a credit to all who have assisted in its fabrication and adornment, and a tribute to the skill of Chinese craftsmen and workmen.

On approaching the Hotel, one notices that the portion of ground opposite, between Salisbury Road and the railway, is being laid out as an ornamental garden, and that in the spacious courtyard between the wings of the building a beautiful ornamental fountain is the centre-piece



Grand Stairway leading to First Floor.

As a building, the Peninsula Hotel is undoubtedly one of the most imposing yet to be erected in this Colony. It covers no less than 63,500 square feet and is nine floors in height, including the basement and mezzanine floor between the ground and first floors. The handsome modern front instantly attracts attention as the most prominent object on the Kowloon side, and when it is illuminated at night will add considerably to the constellation of lights seen from the harbour and the city of Hongkong—ready a striking spectacle.

The Hotel was originally designed by the architectural department of the Hongkong Realty and Trust Co., Ltd., and has been completed by Mr. Geo. W. Grey, F.R.I.B.A., F.S.I., and Mr. J. Baylley Hawker, of Exchange Building, who were on the staff of the Realty and Trust Company and took over the architectural department.

Being built on reclaimed land it was essential that the building should be well underpinned, and it is supported on Franki piling in connection with which

was carried out by the Hongkong Engineering and Construction Company. The piling work was commenced as long ago as September, 1923, taking a whole year to complete, the reinforced concrete frame and brick filling being commenced by Messrs. Trollope and Cols. (Far East) Ltd., in November of 1924. Work went on uninterruptedly for some months, but just as the fabric was nearing completion the dark clouds of civil war and general unrest descended over China to divert men's minds from peaceful pursuits.

When the Imperial Government in London decided to offer greater protection and security to British lives and interests in China by sending out the Shanghai Defence Force, the military authorities in Hongkong were faced with a big problem of accommodation for that portion of the force which was to be domiciled in Hongkong. Then it was that the Peninsula Hotel—just a gaunt empty building—presented itself as a temporary home, at least, for hundreds of British soldiers. Hurried alterations were made to render it



The Beautiful Salon on First Floor.

around which runs the carriage-way. The handsome bronze and plate glass doors of the main entrance are protected by a canopy and adorned on either side by large pedestal electric lamps. The whole of the exterior of the hotel has been covered with Zinsser's water-proofing stone liquid, thus rendering the walls immune from leakage during the heavy driving rains experienced in the Colony, and also preserving the masonry. Around the first floor terrace, which will be used as an *al fresco* adjunct to the first floor lounge, there runs a line of large pedestal lamps, thus completing a frontal aspect of outstanding character.

Kowloon's First Bank.

That portion of the ground floor of the west wing which fronts immediately on to Salisbury Road has been taken by the Hongkong and Shanghai Banking Corporation in which to open its first branch on the

mainland side of the harbour, a striking feature being a beautiful banking hall, 84 feet long by 24 feet wide. It is a magnificent room, the floor being of black and white marble with the whole of the woodwork in teak. The walls are panelled to a height of over 12 feet, and there is a deep frieze and panelled ceiling in plaster to complete a striking effect. The architects for the work were Messrs. Grey and Hawker, who, together with the following contractors, the Hongkong & Whampoa Dock Co., Ltd. (joinery and bronze fittings), the Hongkong Engineering and Construction Co., Ltd. (construction work), Arts & Crafts, Ltd. (plaster), William C. Jack & Co., Ltd. (electric light), and Vannini & Co. (marble), are to be congratulated on the result of their joint labours.

All photographs in this supplement were specially taken by Kobza Studio, Shanghai, and all Process Blocks made by South China Morning Post, Ltd.

THE PENINSULA OF THE ORIENT

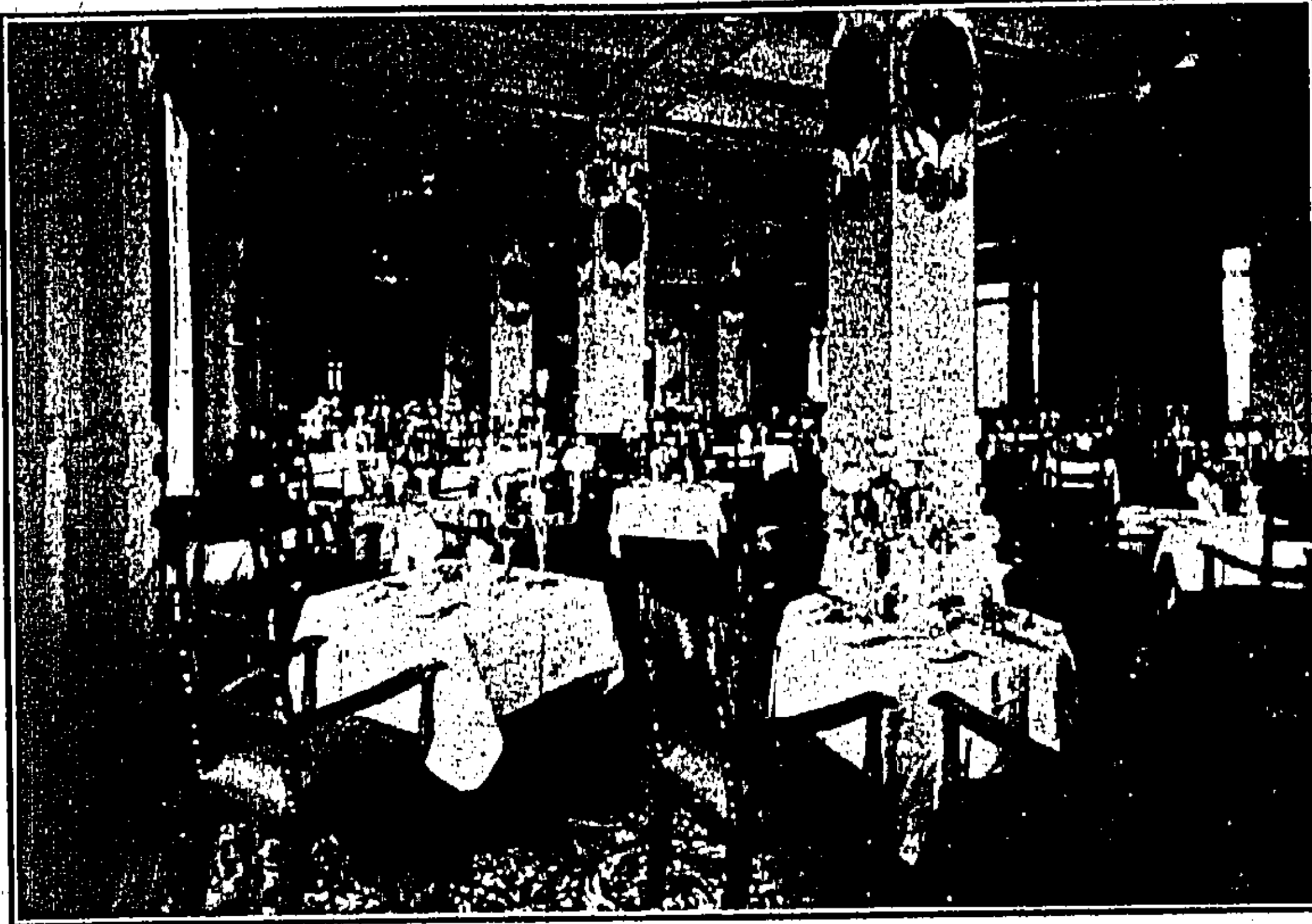
IN attempting to tell the complete story of the decoration and furnishing of the Peninsula Hotel one has to begin at the beginning and point out that decoration has to have association not only with the style of architecture it adorns but must be in harmonious conformity with the use to which a building is to be devoted. Decoration has touched and still touches peoples' lives at every point, and in looking back at the outstanding buildings of the varying epoch-marking periods one is struck by the different purposes for which they were erected. In the time of the Pharaohs it was as to tombs and temples. The Greeks from 500 to 300 B.C. were mainly concerned with temples and outdoor theatres. With the Romans the record is of public buildings (their temples were built more for appearance than use) and large development works. Then we come to a prolonged period when the important buildings were inspired by religion, with the exception of the feudal castles which lend such a romantic air to the country. But in England, at least, the times suddenly change and develop in the 16th and 17th Centuries into the building of houses—the creation of the "Stately Homes of England." By this time we seem to have come some way on towards the present day, and the gap between the appallingly comfortable houses of the Middle Ages has been gradually bridged until our interest to-day is focussed on the up-to-date sumptuously appointed, palatial hotel with its every convenience—its very necessity in an age of business as well as comfort.

tile flooring and blends well with the predominant colours of the room. The fountain, of imitation Aberdeen granite of exceptionally good colour, which plays in front of the main entrance of the hotel, as well as the other fountains on the ground floor and the whole of the marble staircase, have been executed by the same local firm. The lobby itself has been appropriately designed in the Italian Renaissance style. Although the design of this engaging hall has its origins in Cinquecento work, there has been no mere copying of details recognised for centuries, no perpetuating of thoughts that have become hackneyed by false admiration, but a new rendering adopted for present day needs, while the intrinsic elements and the atmosphere of the style are preserved in a quiet, rich effect. The heavily enriched ceiling, supported by immense square piers with finely modelled bronze capitals, has been divided into three main bays, the centre one from the main entrance being punctuated with plaques of figures, alternating with panels which are emblematical of the "Port of Hongkong" and "The Beauty and the Vanity the pardonable vanity of Hongkong." Opposite the main entrance, over the double staircase (between which a fountain plays in the varying lights) with its beautiful Sienna marble treads, we catch sight of stained glass windows with their blaze of colour, and the arched heads of the main windows of the lobby are filled with stained glass, carrying its toning light right round the hall. On either side of the staircase the

columns, the lunette surmounting which is filled with superb bronze grilles, delicate and lace-like. The arch is flanked with twin electric wall brackets of uncommon design, the whole being particularly rich. Through these arches are the

floor, and handsome hanging lamps of ten pendant lights go to complete a scheme of undoubted charm. A handsome four face clock on one of the main columns is an essential reminder of *tempus fugit*.

On the Mezzanine Floor, in the West Wing, discerning Kowloon housewives will be enabled to make purchases from a varied range of groceries and dry goods. This department, in conjunction with the sales side of the Cafe-



The Main Dining Room.

lift lobby, each with a lighted fountain, the playing of which, when seen from the main lobby, adds a further touch of artistry. The furnishing on the ground

Ascending the first flight of stairs, we come to a writing room with an old world feeling about it, with its low ceiling of low relief plaster, its walls panelled in wood well-nigh to the ceiling, its leaded windows with coloured bottle ends, and its deeply recessed ingle-nook of the Stuart Period. The carved panels of deer in woodland scenes acclaim the skill of the Chinese wood-carver. It is a secluded room in which to while away an hour or so, reading or writing. It is furnished with refectoire tables, comfortable settees and easy chairs, and writing tables, the latter being ornamented with very well-chosen silk lamp shades. Special note should be made of the draperies in this room, set off as they are with beautiful fringed valances.

The Main Bar.

Before proceeding further upstairs we should consider the Bar, with its entrance from Middle Road. Some may be amazed or shocked at its departure from the stereotyped. Designed in the Moorish style, it has the qualities of interiors in a stage setting or a fairy story. It recalls the work in the Mosques around Cairo and the Near East and is dimly reminiscent of the Courts of the Alhambra, at Granada, which will always waft us back to the Romance of the Arabian Nights. Immediately opposite the entrance, we have a decorative doorway with its many-lobed or multi-foil arch, and doors with an interlaced lattice in bronze, which gives access to the Arcade. On either side of this doorway, up from the stone walls, are overhanging windows such as are to be seen in the narrow streets of the Near East, and their meshrebiya lattice woodwork, the gilded niche in the bar back with its splashing fountain, the lanterns hanging in the arches, the swinging lights in coloured metal, the blaze of brilliance from the stained glass and the tessellated flooring, all conspire to transport us to a land of make-believe in which to forget mundane affairs. Surely "Moorish" is what a Bar should be!

The furnishing of the bar is replete in walnut settees and arm chairs, with tables with ornamental tops.

The Cafeteria.

With its entrance on Nathan Road, the Cafeteria will appeal to and attract many. No doubt it will supply a growing want in Kowloon and gain in popularity the better it is known. It is cheerfully anticipatory of one's daily wants and its decoration has been handled in this spirit, the spirit of *L'Art Moderne*. The furnishing of the Cafeteria has been carried out in walnut, there being settees, chairs and tables, of a style appropriate to the decorative scheme. The bar and cafeteria are tiled with mosaic floor tiles with decorations in art mosaic. The designs and colours were selected by Messrs. Arts & Crafts to harmonize with their design and colour scheme of the other surroundings.

The Bedrooms.

When setting out to furnish and decorate the 250 bedrooms of the hotel, the main idea kept in mind was restfulness and cheerfulness. Gone are the days when a hotel bedroom was a cheerless place in which just to sleep and dress, and an atmosphere of real comfort has been created in the Peninsula. The carpets are in two shades of blacuit with a brilliant-coloured border, and it is the colour of the room, the walls being of light buff and the furniture covers in colours that match the carpets. The rooms are furnished not merely as bedrooms, but have settees and easy chairs, a writing table and tea table, in addition to the usual articles found in a bedroom. The other furniture (all in mahogany) comprises dressing table, chest of drawers, chiffonier and telephone table, the tops of the main articles being covered with plate glass. But the main purpose of a bedroom—sleep—has been given full attention, the beds being the most comfortable that have been devised. The mattresses are of the coil spring type, each mattress containing 800 tempered springs, covered with the highest grade of white horse hair. There is a reading lamp at the head of each bed and also a reading lamp on the writing table.

Each room, with a silver-plated bedroom number on the door, has a small entrance hall, with a doorway opening directly into the trunk room and wardrobe, so that a visitor's luggage does not enter into the room. The large clothes closet will be a much-appreciated feature of the room's equipment. As each room has its own telephone to the

best quality procurable, manufactured by Messrs. Shank and Co., of Barrhead, Scotland, and supplied by Messrs. Reiss, Massey and Co. The bathroom floors are tiled in black and white mosaic, while the walls are also tiled in cream to over four feet in height, the scheme including a black caping and skirting and a black and white checker stripe. Large-size bathroom mirrors, framed in porcelain, complete a bathroom scheme in which nothing appears to have overlooked. Hot water radiators in each room has done away with the need for fire-places.

All the bedrooms have inter-communicating doors so that they can be made *en suite*, and there are a number of rooms which have private sitting rooms attached—very attractively furnished. The upholstery covers in these rooms are in beautifully rich blue and gold, the furniture comprising settees, easy chairs, writing tables, tea tables and arm and small chairs. It is not inappropriate here, when speaking of the carpeted bedrooms, to mention that the Hotel is equipped throughout with "Ozite" underfooting, supplied by Messrs. Lane Crawford, Ltd. This is a soft cushion of fine sterilized ozonized hair, moth proof and damp proof, and imparts a luxurious softness to all carpets.

Butchery Department.

The extensive nature of the refrigeration installation at the establishment—exemplary of the most modern in cleanliness and sanitation—and the large consignments of the best imported meats, poultry and fruits, already received, has placed the Company in

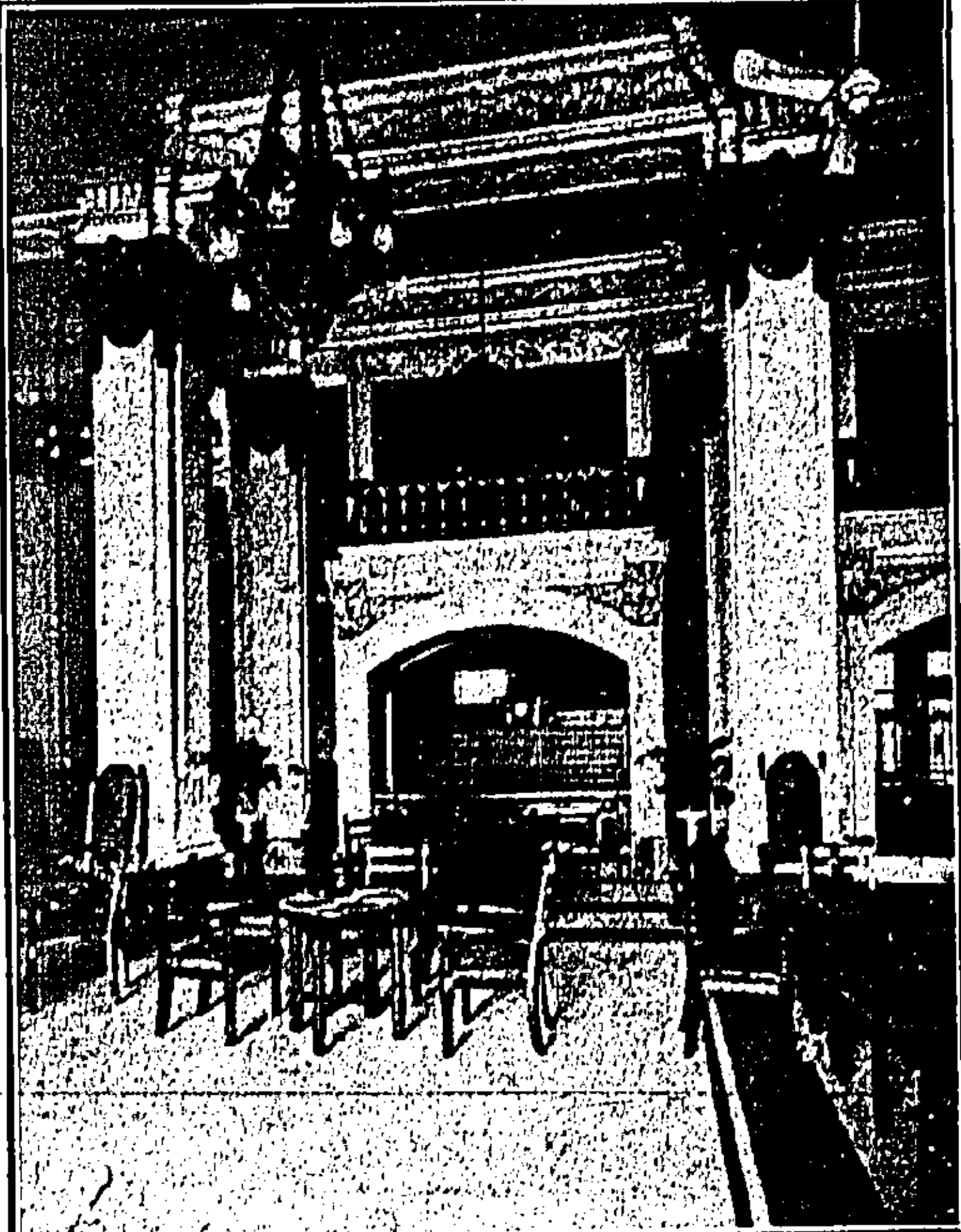


One of the Double Bedrooms.

And so it is that the purpose of the Peninsula Hotel—the provision of the modern comforts of domestic life and convivial entertainment—has to be kept fully in mind when considering decoration and furnishing schemes. Its elaborate appointments are in every way in keeping with the demands of the age, and no amount of devotion, time or talent has been spared in bringing the furnishings and the decoration of the public rooms into a surprising yet pleasing harmony.

The main entrances on Salisbury Road, fronted with a spacious driveway and fountain, are through handsome bronze and plate glass doors, opening directly into the Ground Floor Lobby—a spacious hall with enticing vistas in the perspective of immense piers. This grand lobby, measuring 52 feet by 150 feet, is covered with mosaic tiles in a simple design of panels in chocolate and cream. These colours were chosen by Messrs. Arts & Crafts Ltd., to harmonize with the colour scheme of the walls and ceiling. The mosaic design, in simple panels divides up the large floor of the lobby into small areas which effectively destroys the impression of emptiness usually associated with such large areas. Vitreous mosaic tiling by the Henry Richards Tile Co., Ltd., of Tunstall, Staffordshire, is used because of its durability and non-absorbent quality. The excellence with which it has been laid is a tribute to the skill of Messrs. Lee Yu Kee, of Queen's Road Central.

One cannot pass over the very beautiful marble skirting in this main entrance lobby, this being carried out in Verdi Alpin marble by Messrs. A. Vannini and Co. It tones admirably with the mosaic



The Reception Office.



The Children's Room.

Main Dining Room.

At the east end of the first floor is situated the Dining Room, with its picturesque effects in the "Spanish Style." Every country wrestling with the problems of its own expressive art has been trammelled with that of adjoining nations, and Moorish work was the influence, under which the Spaniards produced such richness and elaboration of detail, and made it aglow with colour and gilding. This is true, even where the decoration, as in this instance, is of a purely Renaissance character. The colour scheme has been kept restrained, but rich with its deep wine coloured hangings, its handsome carpets of a black ground and its hanging lights with multi-coloured borders. Each table has its own lamp and the chairs have been specially designed for their comfort. A spring floor has been laid so that the room can be used for dancing if required. Some idea of its size can be gained from the estimate that it can comfortably seat 400 diners. A balcony for orchestra has been provided.

Worthy of special mention is the fact that in the dining room and dance halls above, a number of large exhaust fans have been provided for ventilation purposes. These fans, which have been supplied by the General Electric Company of China, Ltd., are of the box blade pattern.

main office there are no bells, all service to the rooms being centrally controlled so as to give the best possible organisation.

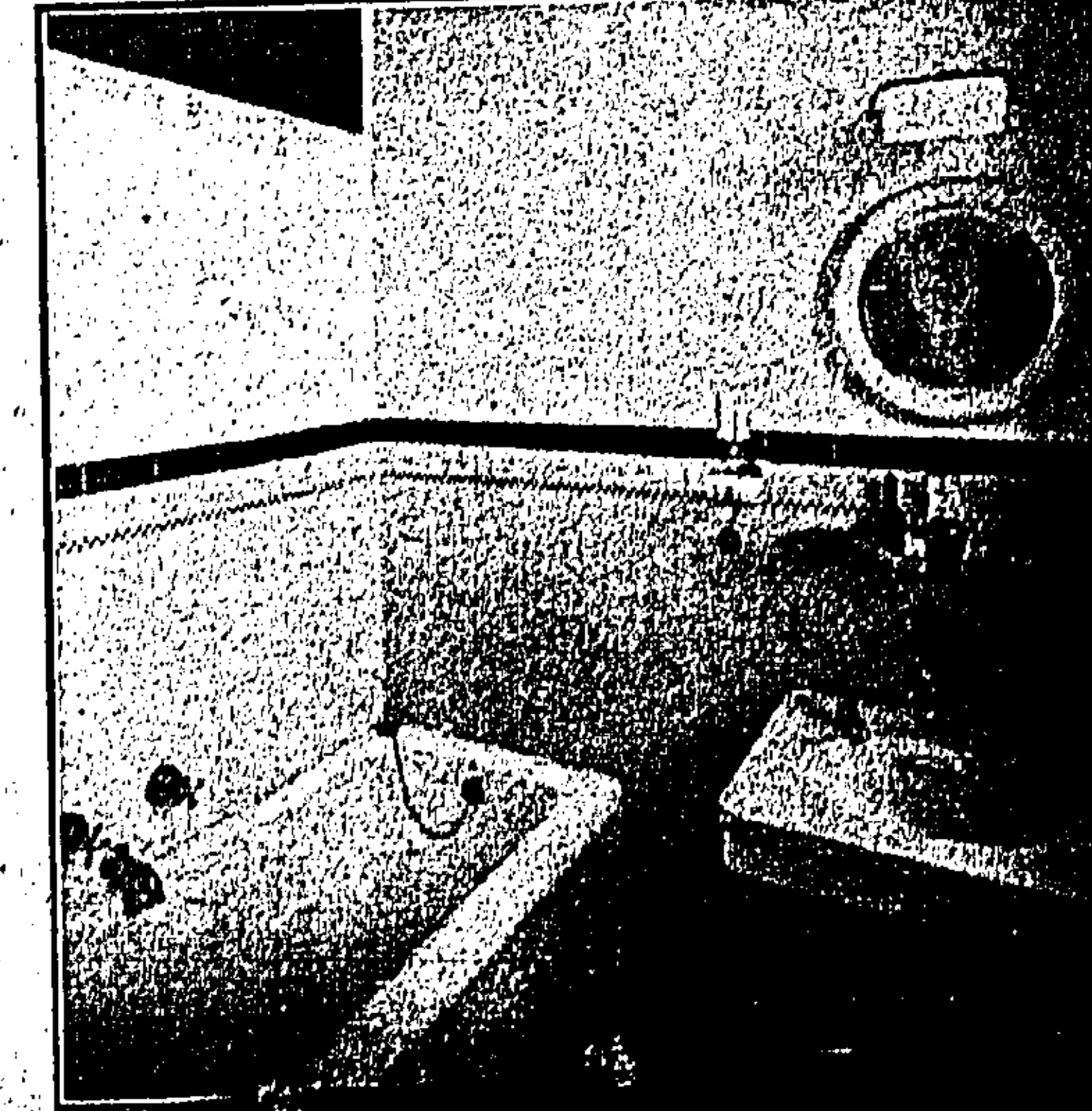
All bedroom windows are fitted with "Aerolux" window shades, these being specially made for the Peninsula Hotel. They were supplied by Messrs. Lane Crawford, Ltd.

Each room has its own bathroom and lavatory, deep built-in baths, with hot and cold water supply, adding a further note of modern luxury. The "Venetian" porcelain enameled baths and lavatory basins, complete with nickel-plated fittings, are of the very

position to supply, at competitive prices, the best of products from Australia, Canada, America and the Continent.

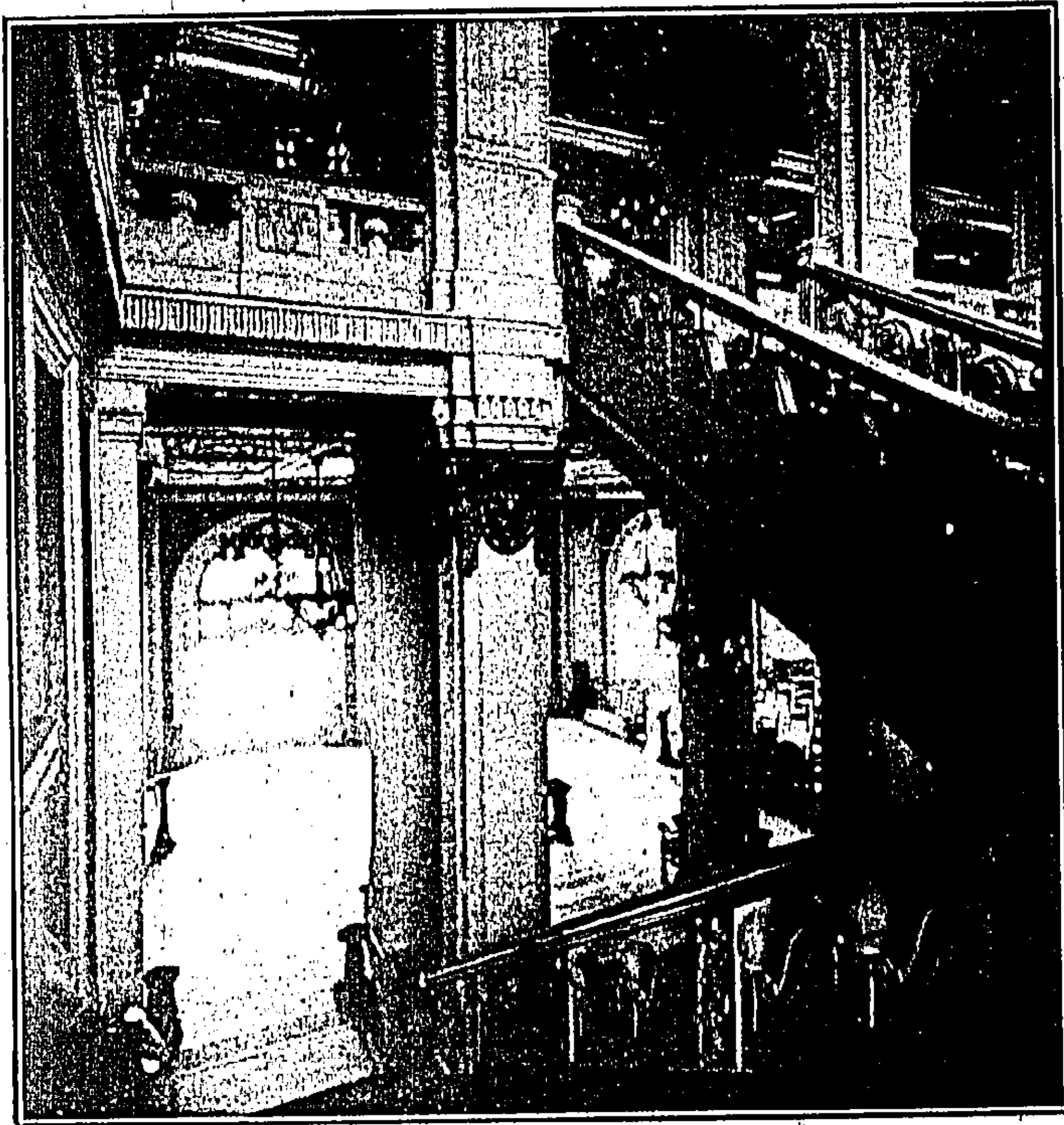
First Aid Room.

On the first floor, in the east wing, a first-aid room has been fully furnished with the most modern hospital equipment, such as operating table, cabinets, desks, stools, stretchers, hospital beds, water sterilizers, towel hangers, and surgical sterilizers, etc. In cases of sudden indisposition among residents or accidents to any of the staff, this first-aid room, equipped by Messrs. Anderson, Meyer and Co., will be of inestimable value.

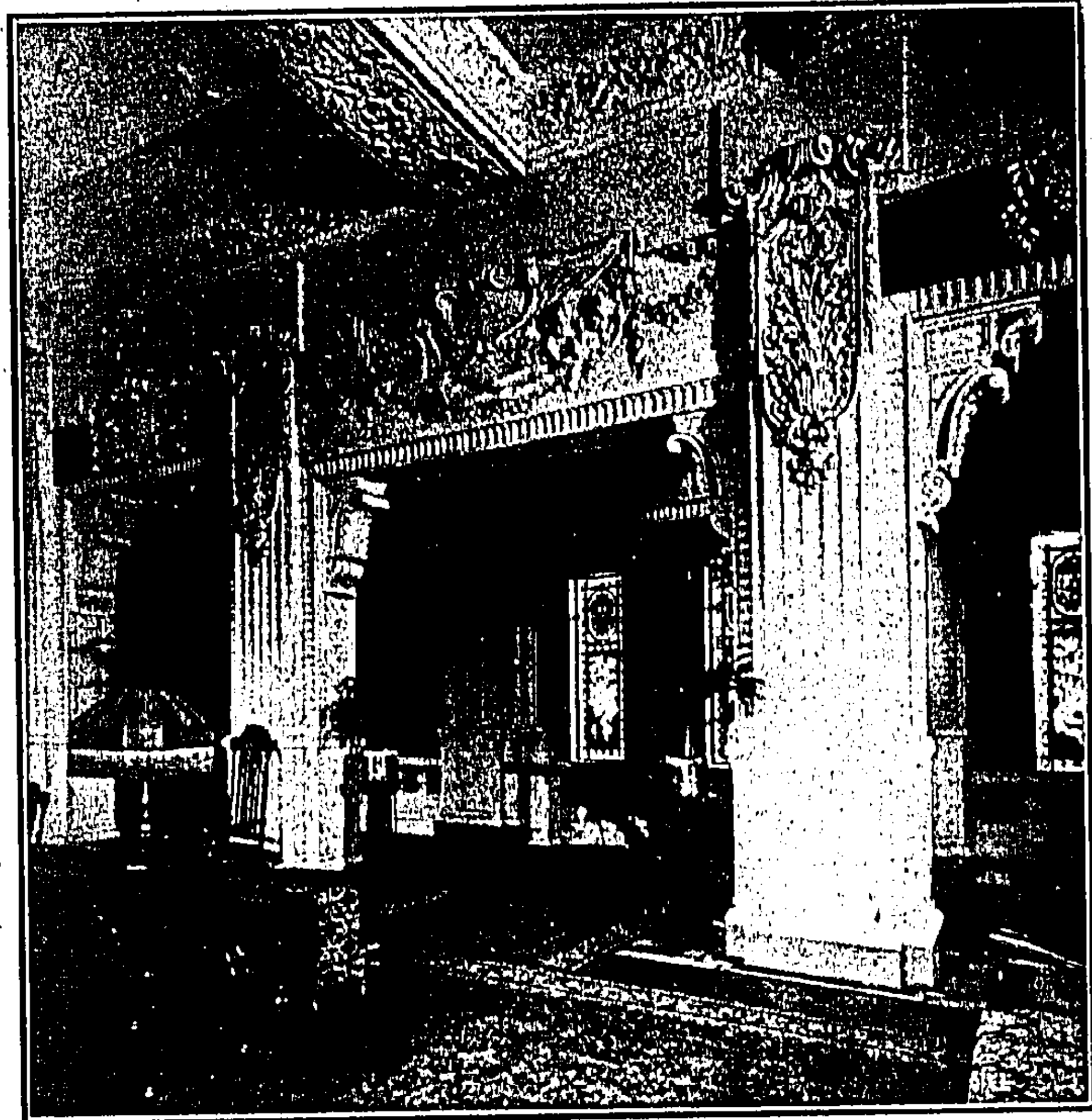


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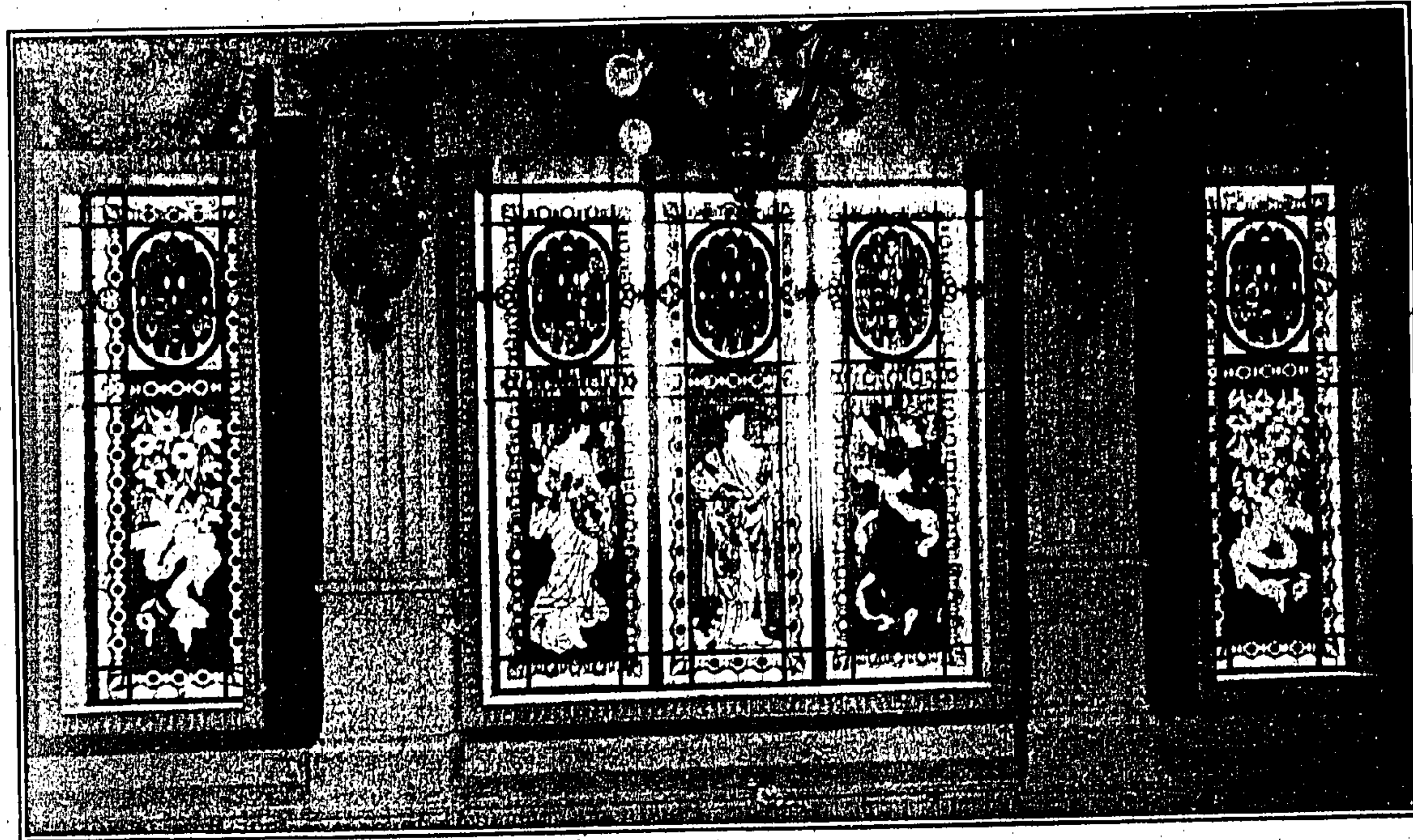


AT LEFT:
Main Staircase,
showing novel
treatment of
Balustrading.



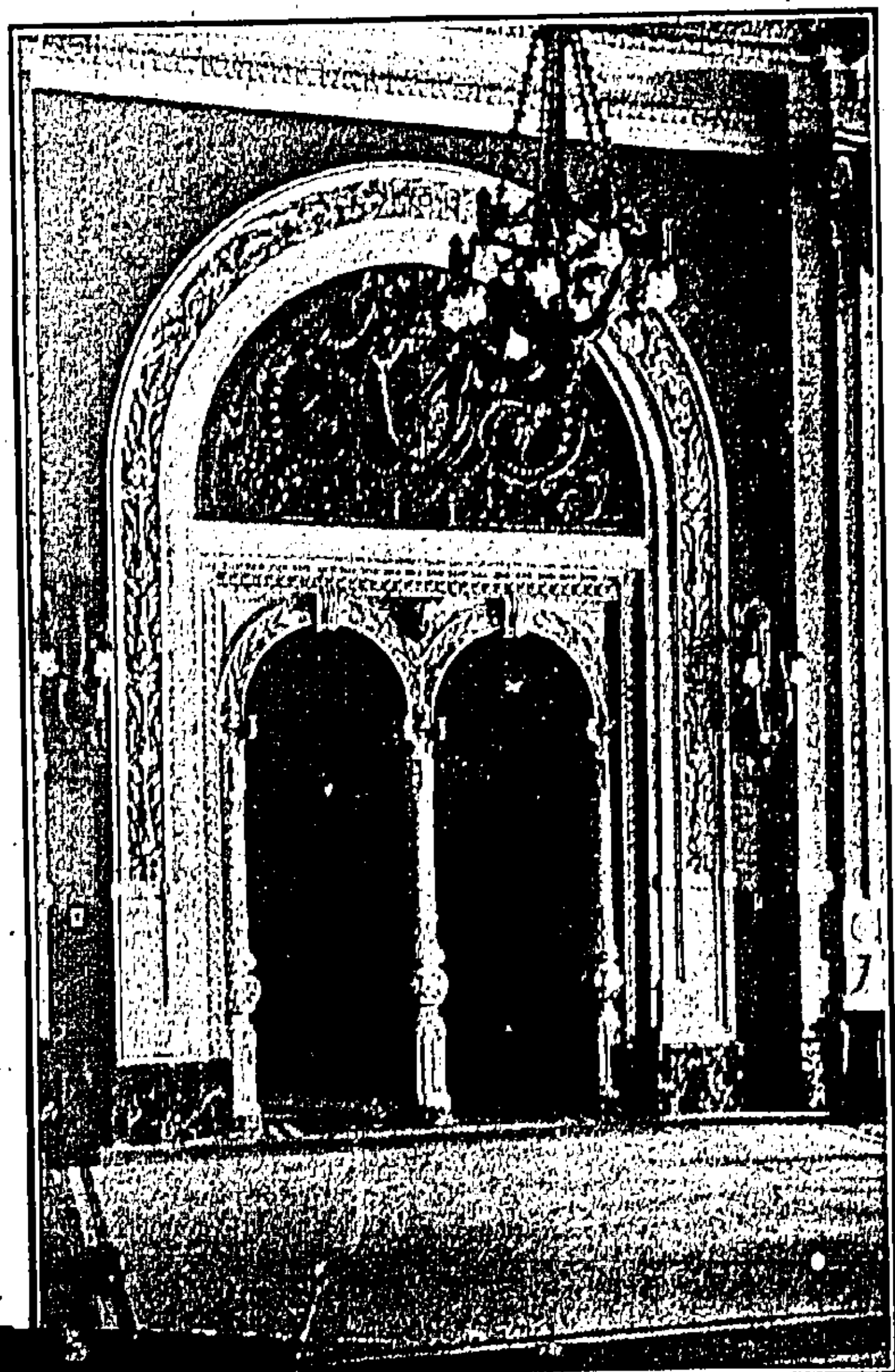
AT RIGHT:
Detail of Plas-
ter Work in
First Floor Tea
Lounge.

In the Picture be-
low is depicted
one of the arch-
ways in the
Ground Floor
Lobby, showing
Bronze Grill.



Stain Glass Windows over Main Staircase.

Beneath, is the
doorway of the
Public Bar leading
into the Arcade
on Ground Floor.

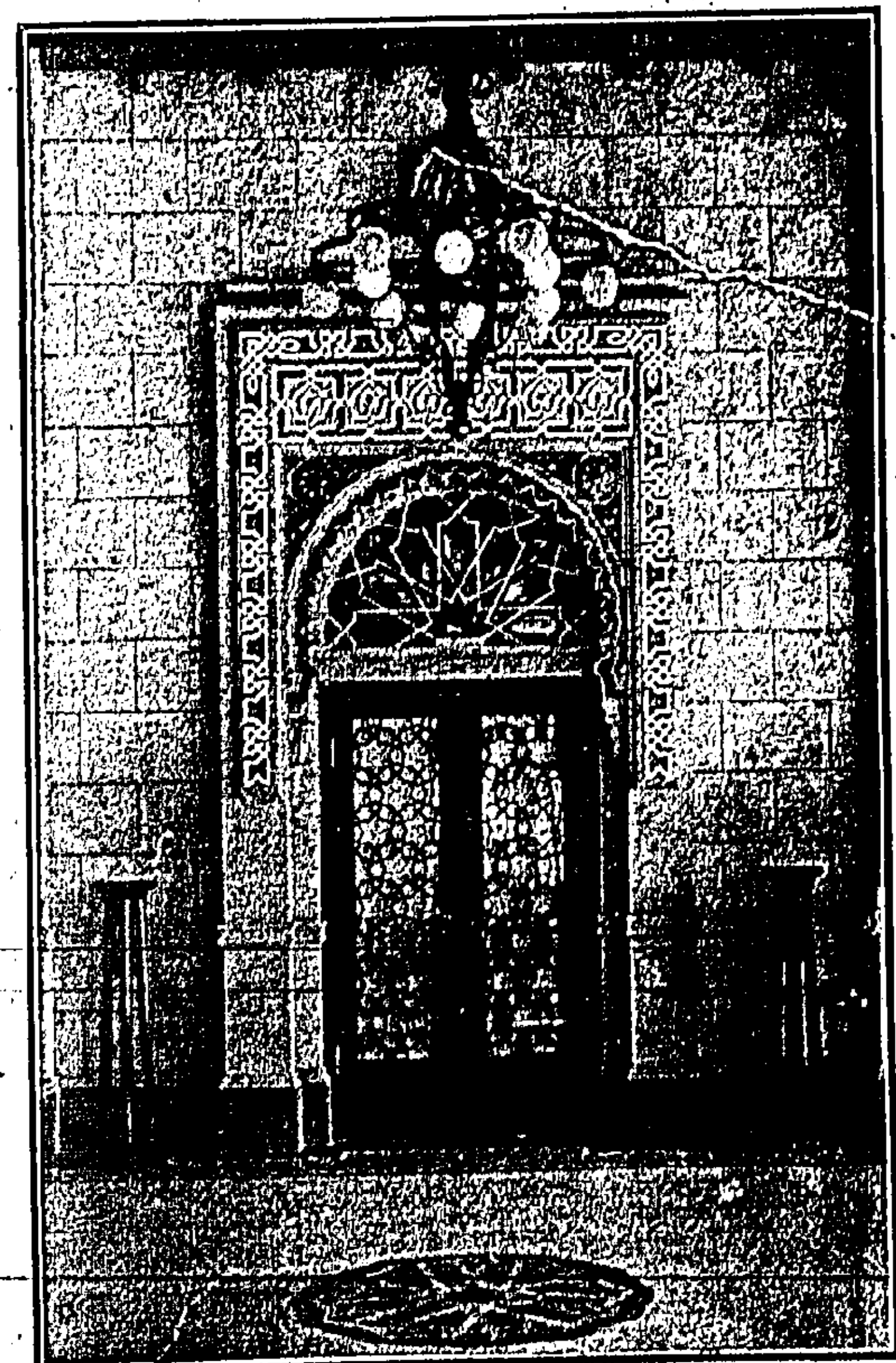


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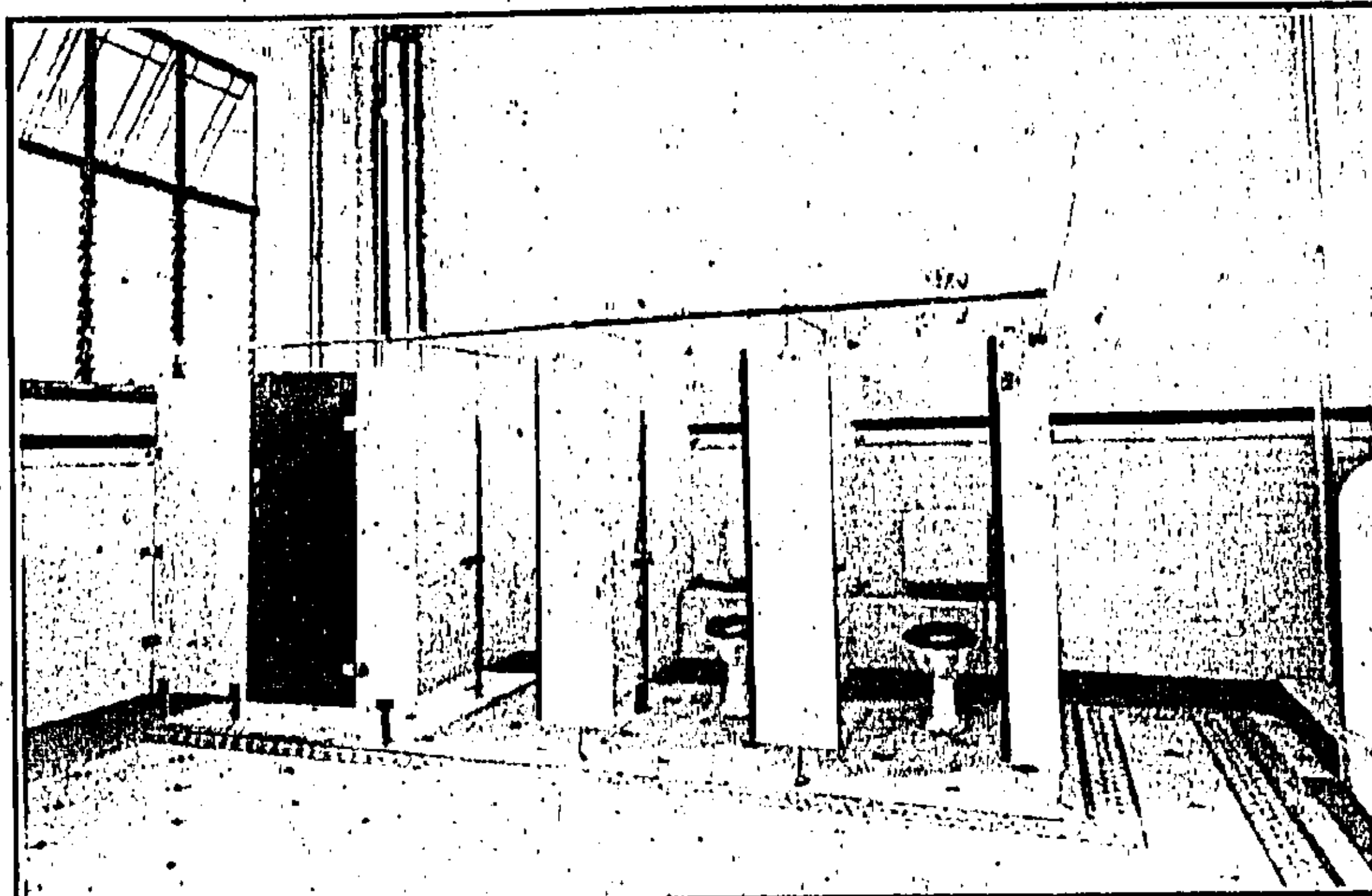
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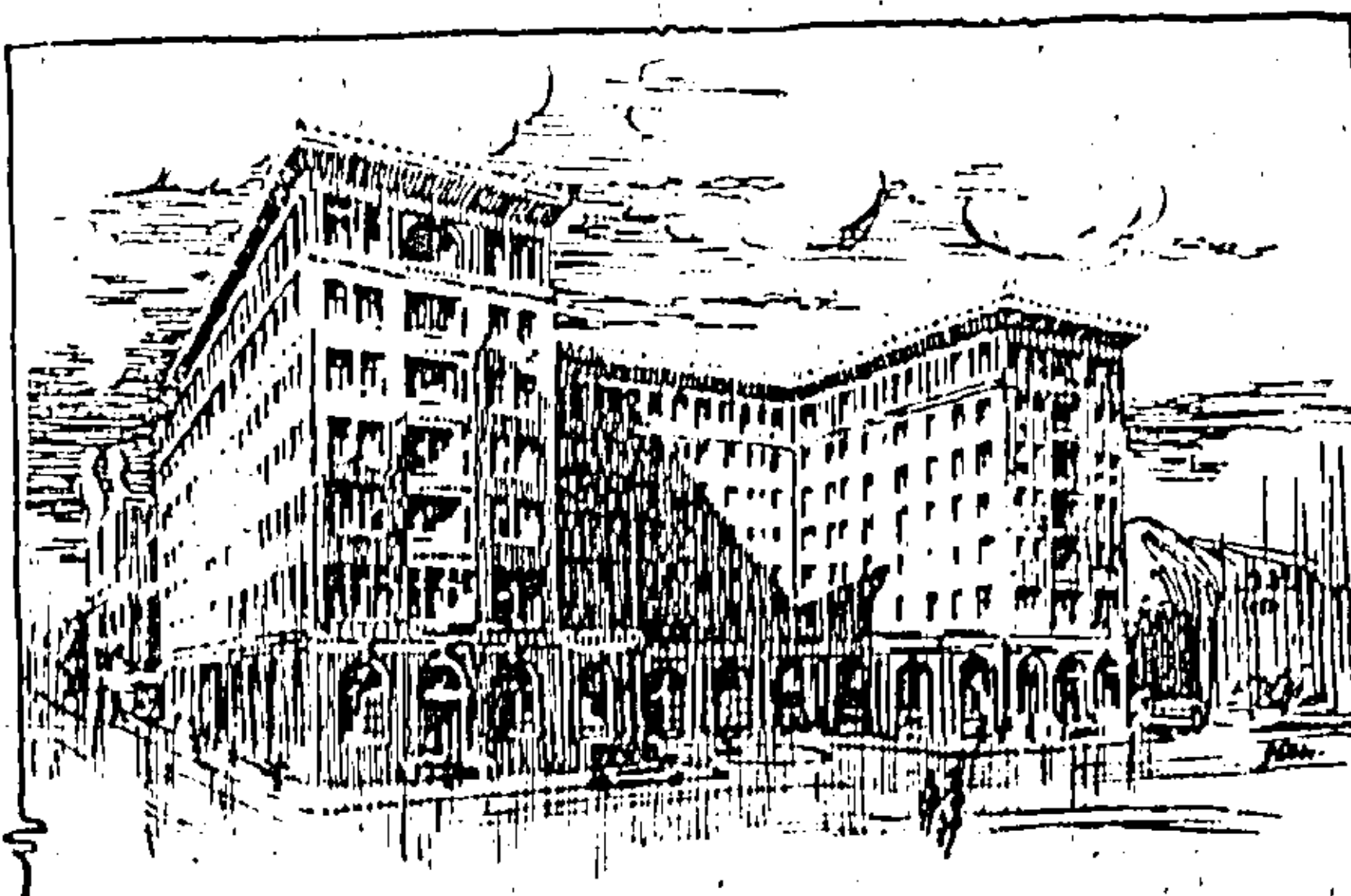
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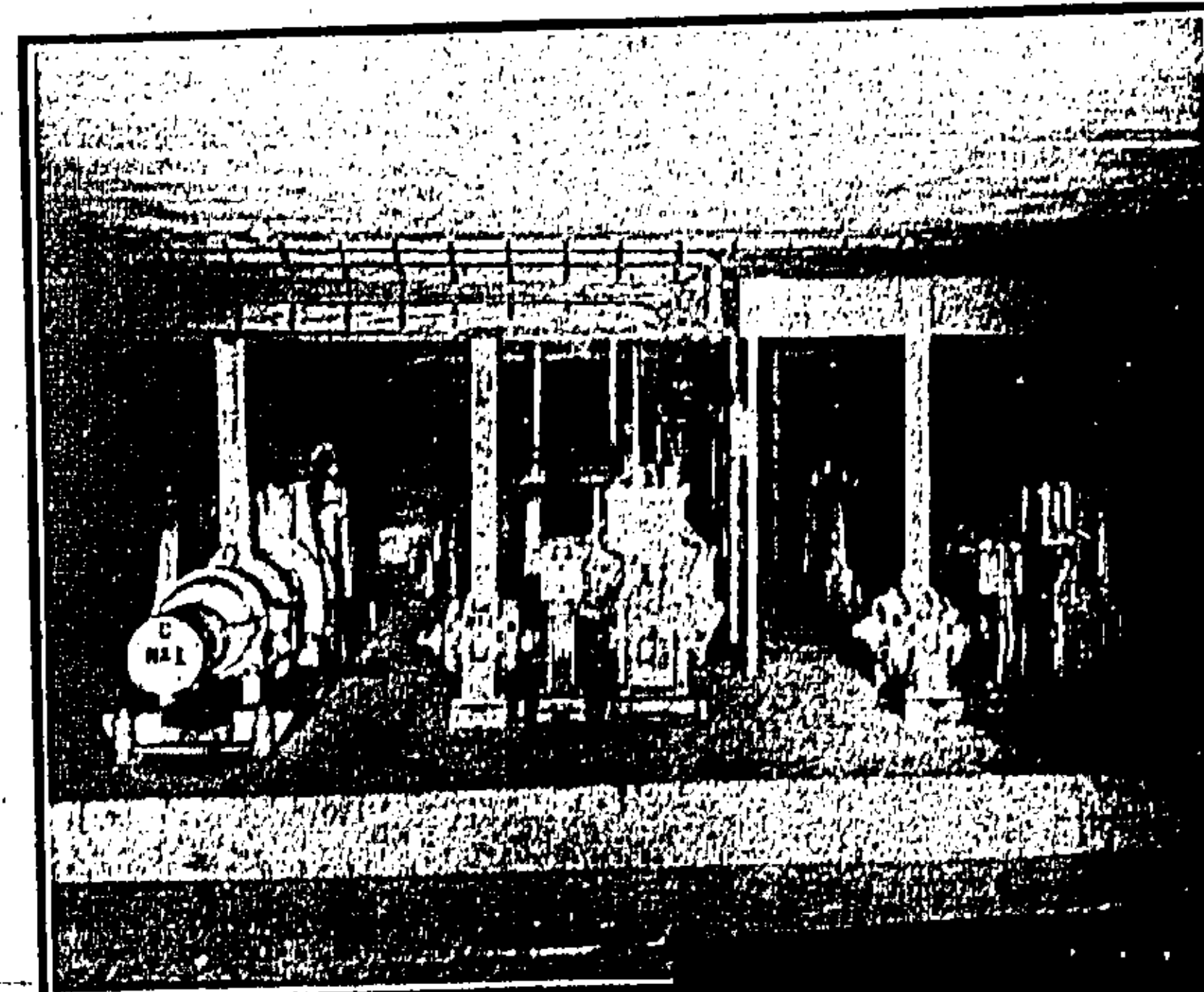
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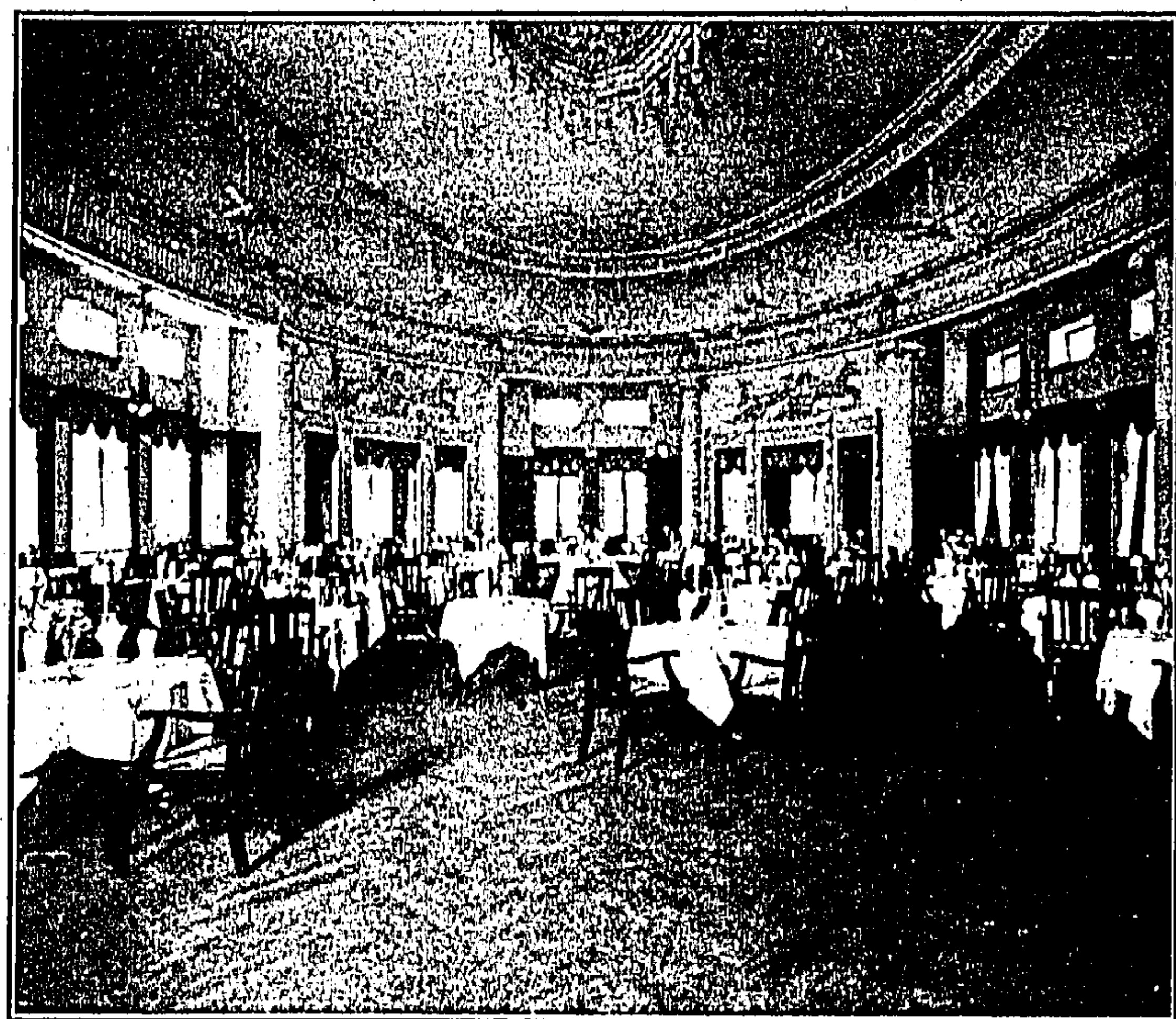


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BANQUET HALL ROOF GARDEN



The Imposing Banquet Hall.



The Spacious Roof Garden.



Banqueting Hall.

It is in the east wing of the sixth floor that the roof garden and banquet hall are located, two lifts giving direct access to a large foyer between the two. In the foyer are refectoire tables, high back chairs and settees. Turning left from the foyer, one enters the banquet hall, in which is found a lovely, refined and restrained decoration on that always beautiful plan, an oval and slightly domed ceiling, painted the pale shades of the "colour of the sky after rain." In this a ventilating and electric light-fitting of a simple design seems to float rather than hang. The room has an orchestra balcony, from which cinema shows can be given. There are alcoves for private parties and the room is devoid of columns that can mar a Ball room. Enhancing the general effect of the room, which has but to be seen to be admired, are beautiful valances and handsome embroideries. The slightly domed ceiling is of steel designed and constructed by Messrs. Anderson, Meyer and Co., Ltd., in Shanghai.

The Roof Garden.

The Roof Garden, which will doubtless be an enticing place for tea dances and possibly cabaret shows, has, as its main characteristic, Doric columns of full proportions. There is a perforated plaster cove and the cool decorations in ivory, white and green, should make the Roof Garden a most inviting place on a sultry evening. The windows are treated with embroidered valances of green and gold, which form part of the decorative scheme of the room.

In these two rooms—the Banqueting Hall and the Roof Garden—it will be possible to accommodate fully 800 people. They are directly inter-communicating and can thus be made into one. Both have spring dancing floors, and thus make a very much-needed contribution to the Colony's accommodation in which to hold balls or similar big social functions.

The bar on this floor, which serves the Roof Garden and Banqueting Hall, is a very snug and attractive one and will doubtless be a favourite resort of the men folk. Very handsome fittings are here seen, and special mention should be made of the very beautiful tiling of the floor, a Chinese design in blue and white.

The centre and west wing of this floor is given over to bedrooms and rooms en suite.

Grand Salon.

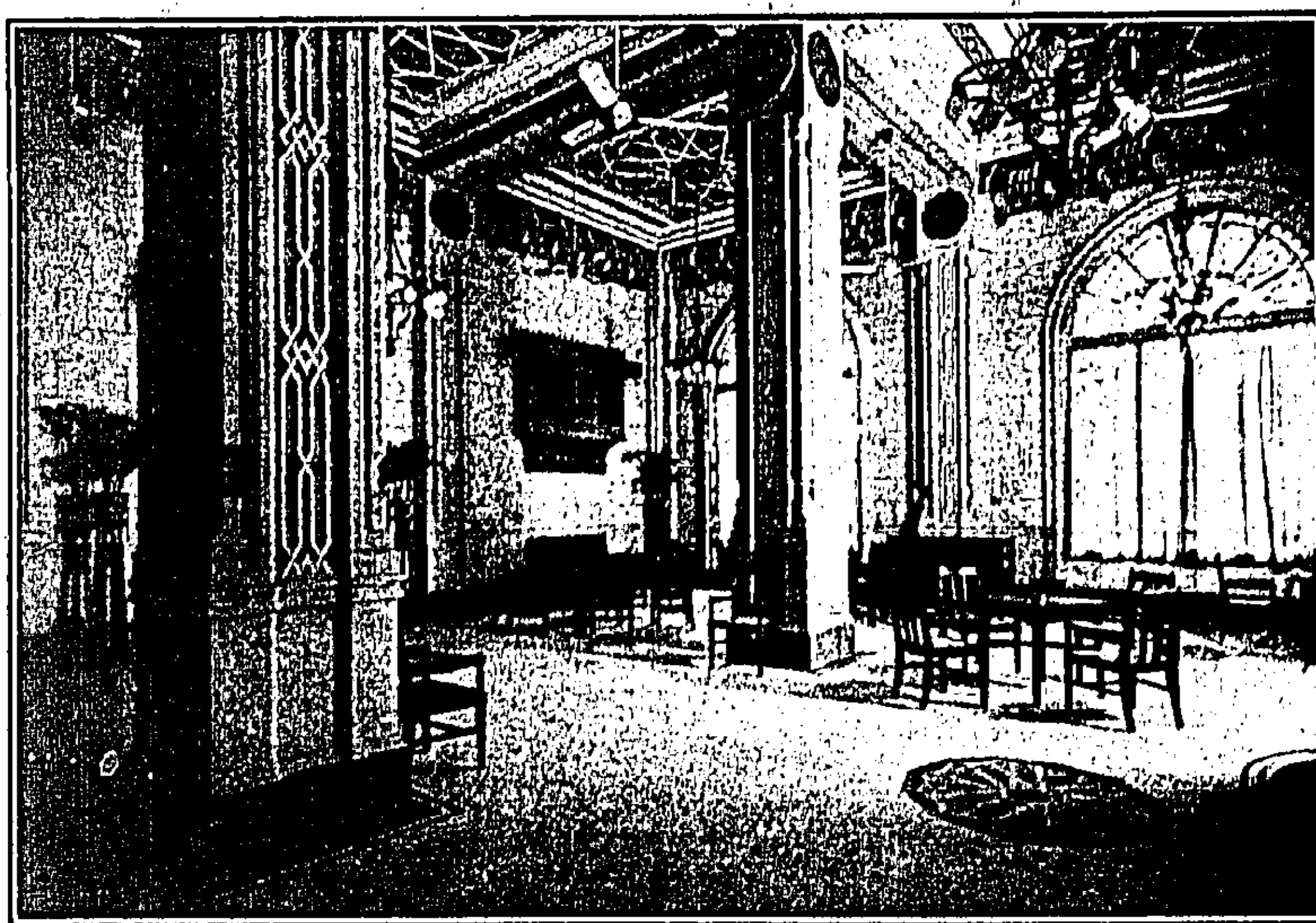
The first floor lobby is a "Long Gallery," a "Salon," the easements of which open on to a delightful terrace with an interesting view of the harbour and Peak—an ideal place for afternoon tea and a moonlight pipe. In its boldly modelled plasterwork, it old gold walls, its features of excellent figure work so ably combined with a feeling of "Griming Gibbons," we see in the first floor lobby the influence of the English Renaissance, or early "Georgian," which is enhanced by the stately high back chairs, settees and refectoire tables, in walnut, of the latter part of the 17th Century. Beautiful red carpets complete the effect. Note should be taken of the handsome light fittings not only here but throughout the Public Rooms.

West Wing.

In the West Wing of the first floor is found a reposeful room of the Queen Anne period, which should appeal to the ladies,

room, a room of the Jacobean Period in oak, of considerable interest, with its timbered ceiling and its walls diapered with modelled motifs in a rough plastered surface.

gratulated both for his own work and for the work of the firm of which he is a partner. His wide experience in artistic work as applied to almost every kind of industrial purpose made him eminent.



Interior of Bar on Ground Floor.

Arts and Crafts.

Something remains to be said in appreciation of the individuals and firms by whose collective effort the Peninsula Hotel has been brought to its final stage of excellence. The whole of the decorative work in the public and other rooms has been designed and carried out at the studios and workshops of the well-known Shanghai firm of Messrs. Arts and Crafts, Ltd., including the modelled fibrous plaster, the stained glass, all electrical fittings in the public rooms, the bronze and metal work, besides the furniture and woodwork, curtain hangings and carpets and those other things which now embellish the concrete skeleton which Messrs. Arts and Crafts took over to adorn. The ordinary man-in-the-street cannot realize the labour that this has involved. There has no mere adoption of stock patterns or of stock itself, but everything is quite new, and even the minutest detail has been full-sized drawn and designed specially for its position. That all things might "come together" in harmony, Messrs. Arts and Crafts have even provided designs for the things they did not supply, such as tiled floor, marble work, etc. All bedroom furniture and the furniture of the sitting rooms en suite have been designed and made by the same firm.

This Lounge has a modelled frieze of a flight of gulls and has stained glass panels depicting birds and animals in brilliant colours. Criticism has been made of a blue monkey, but, surely this is flattering as indicating a possible ancestral blue bloodedness! Here too, is located the private sitting room, a pleasing lofty room of the time of William and Mary with walnut dado and panelled walls of wall paper. With sliding doors between, we step into the private dining-

room, a room of the Jacobean Period in oak, of considerable interest, with its timbered ceiling and its walls diapered with modelled motifs in a rough plastered surface.

In this connexion it is only fitting that the principal artist, Mr. A. L. Taylor, Associate of the Society of Designers, should be con-

Mr. S. J. Hicks, the managing Director, and his able assistants. And, further, the whole is a tribute to the skill of Chinese craftsmen.

The Directing Minds.

As is so well known, Mr. J. H. Taggart, the Managing Director of the Hongkong and Shanghai Hotels, Ltd., has been the inspiring mind behind the creation of the Peninsula. For years past he has been at the head of the affairs of the Company, directing its expansion and manifold activities. When it was decided to erect a large hotel on the Kowloon side, it was Mr. Taggart who laid down the general lines on which construction should proceed and who guided all those associated with him in giving Hongkong a magnificent home for residents and tourists and a social entertainment centre unexcelled throughout the Far East.

It is fitting also to strike a commendatory note regarding the endeavours of the man who actually controlled the work for the Hongkong & Shanghai Hotels, Ltd., Mr. J. P. Bourne, the Company's Superintendent of Hotels.

In his indefatigable work, he has successfully brought to bear his vast experience on hotel service and equipment. His has been the directing mind for the scheme of the whole, and his unremitting efforts over a long period have covered even the planning and supervision of the multitude of minute details involved in presenting the finished establishment. Any account of the growth of the Peninsula Hotel, without reference to his unceasing labours, would be incomplete.

Arts and Crafts Shop. The main portion of the east wing of the ground floor, has been

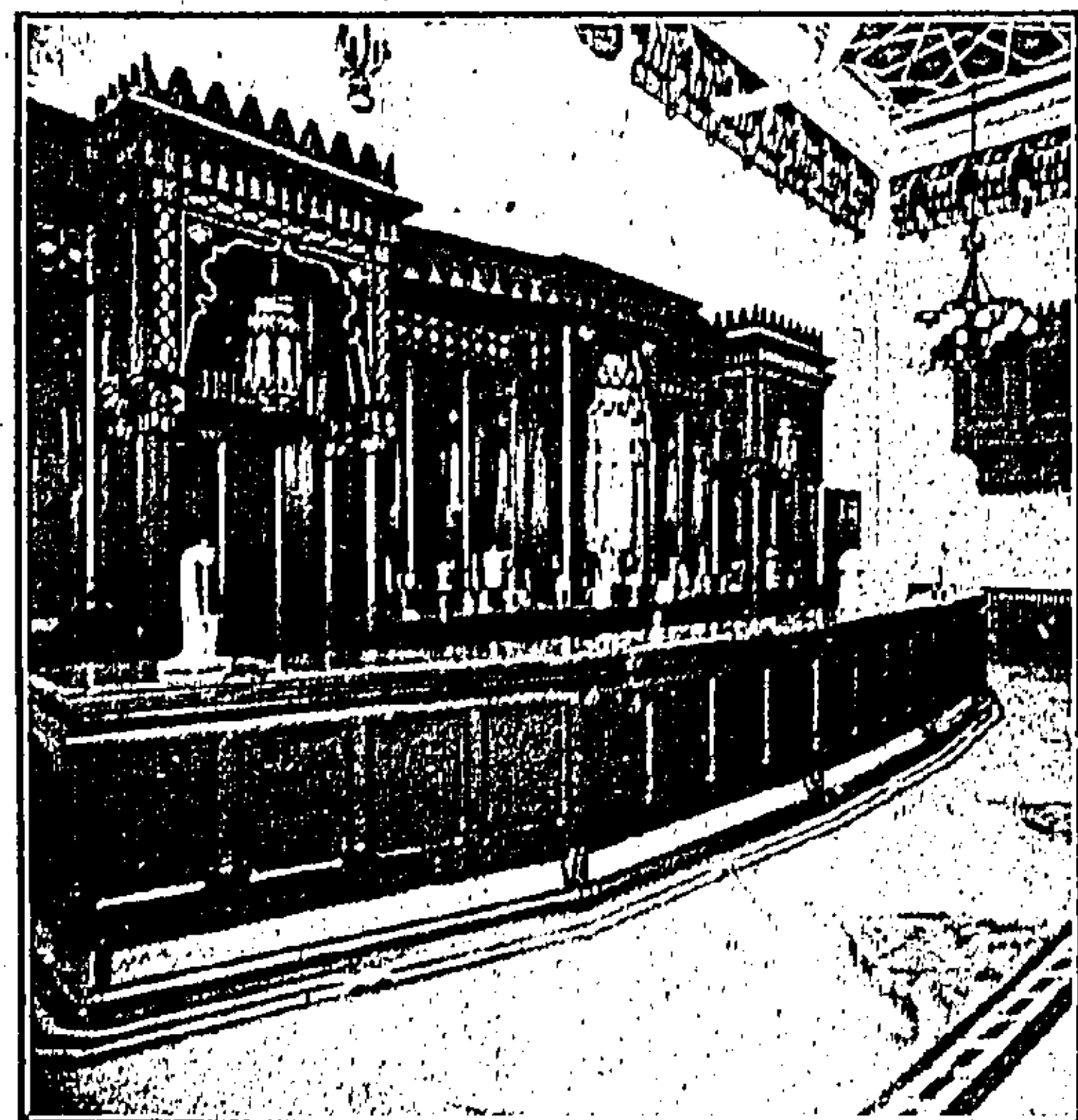
constructed as an arcade and here, is located a series of double-fronted shops, with bronze doors, most of the shops having entrances both from Hankow Road and the Arcade.

In the arcade also, adjoining the public bar, is to be found an up-to-date barber's shop, replete with all the modern fittings of such establishments. Worthy of special mention in this connexion is the improved type of sterilizer for sterilizing towels, etc. There is an automatic foot control for the opening and shutting of the door, this being connected with the main steam and water supply. This sterilizer (by E. Kronman Inc. of New York) was installed by Messrs. Andersen, Meyer and Co., Ltd.

Spring Dance Floors.

The laying of the dance floors in the main dining room, the Roof Garden and Banqueting Hall has been carried out by the Hongkong and Whampoa Dock Co., Ltd., and is in conformity with latest modern practice. The floors are "sprung," being supported on pliable wooden bearers, no point of the floor coming into direct contact with the supports. Thus there is a certain amount of "give" in every part of it—a circumstance which makes for comfort and ease of dancing.

The corridors of the residential section have been beautifully carpeted by Messrs. Arts and Crafts, whilst a feature throughout the hotel has been the use of attractive illuminated signs wherever indications or notices are required. Most of these are of the "Internatite" type, constructed of polished plate glass with the inscription etched upon the back. They are illuminated by Osram Stripite lamps, and were supplied by the G.E.C. of China, Ltd.



The Bar Counter.



The Cafeteria on Nathan Road.

MODERN SERVICE

EVERYTHING OF THE BEST

The Kitchens.

By reason of the fact that food has to be served on the sixth, first and ground floors there are no fewer than three large kitchens, each situated near to where required.

Very special attention indeed has been paid to the equipment of these establishments, all the Company's long past experience having been drawn upon to ensure that the greatest efficiency and most satisfactory results would be obtained. One instance of such foresight can be found in the fact that it is in the east side of the hotel that all the kitchens and water services have been located, and that on the west side, where are linen rooms, box and store rooms, there is no possible chance of dampness resulting from the culinary working of the establishment. The same foresight has been bestowed in fitting up the kitchens themselves, in providing for special hot and cold water supplies, the latter including an ice-cold service of pure filtered water that has never touched ice, and yet is available on all the floors of the great building.

The main kitchen equipment, which is of the latest and most up-to-date type was supplied and installed by Messrs. Massey & Co., Ltd., and was manufactured by Messrs. Falkirk Iron Co., Ltd., Falkirk, Scotland. This equipment includes steam jacketed boiling pans, potato, fish and pudding steamers, hot plates and carving tables, charcoal grills, gas griddles and toasters, trouble and single oven gas cooking ranges and a number of coffee and milk urns of the latest and most hygienic type.

In the place of old-fashioned ice boxes in the various kitchens, pantries and bars, reinforced concrete refrigerating boxes, tiled inside and outside, have been built and are cooled by brine from the main refrigerating plant in the basement. This method does away with the handling of blocks of ice, gives more room in the cabinets and assures an even temperature as required, so essential for the good storage of perishable foods.

Mechanical Equipment.

The dish-washing machine in the main kitchen on the first floor was manufactured by the Espray Corporation, U.S.A., and is constructed of Monel metal, equipped with automatic rack conveyors, with a capacity of 18,000 pieces per hour. It is electrically driven by motor by The General Electric Co. of U.S.A. This machine thoroughly washes and rinses in one operation.

A Hobart Mixer in the main kitchen, (by The Hobart Mfg. Co. of U.S.A., electrically driven), is equipped to mix 120 lbs. of bread dough at one time, or 60 lbs. of mashed potatoes, 25 quarts of mayonnaise, 16 quarts of whipped cream, and also has attachments for vegetables and fruit slicing, nut grating, etc. Also soup colanders and sieves.

The Potato Peeler in the main kitchen, (from Messrs. George Kent, Ltd., London), has a capacity of 25/35 lbs. of potatoes per charge. It is electrically driven and connected with a filtered water supply.

There are also bread and butter machines which automatically cut and butters the bread. The thickness of the bread and spread of butter can be automatically regulated to suit requirements.

The kitchen equipment further includes large filters, having a filtering capacity of 1,120 gallons per hour.

The bakery machinery in the main kitchen comprises cake mixer, almond grinder, and bread grater, by "Hambro," of Berlin. The cake mixer is equipped with two bowls, the paddles of which can be run at speeds to suit the baker's requirements. All the machines are belt driven off a common shaft belt connected to an electric motor.

There is a special ice cream making plant by the J. G. Cherry Co. of U.S.A. This plant consists of four machines, all driven by electric motor. A batch mixer, viscolizer, Pasteurizer and brine freezer, all

working in conjunction with one another, have a capacity of 40 quarts of smooth ice cream per hour.

The electric oven in the Bakery is of three decks, each deck an independent unit and equipped with automatic heat controls, thus assuring a steady even heat as required. Electric Toasters of the enclosed type have a capacity of 16 slices of bread per fill.

All the above mechanical kitchen and bakery equipment has been supplied by Messrs. Andersen, Meyer and Co., Ltd.

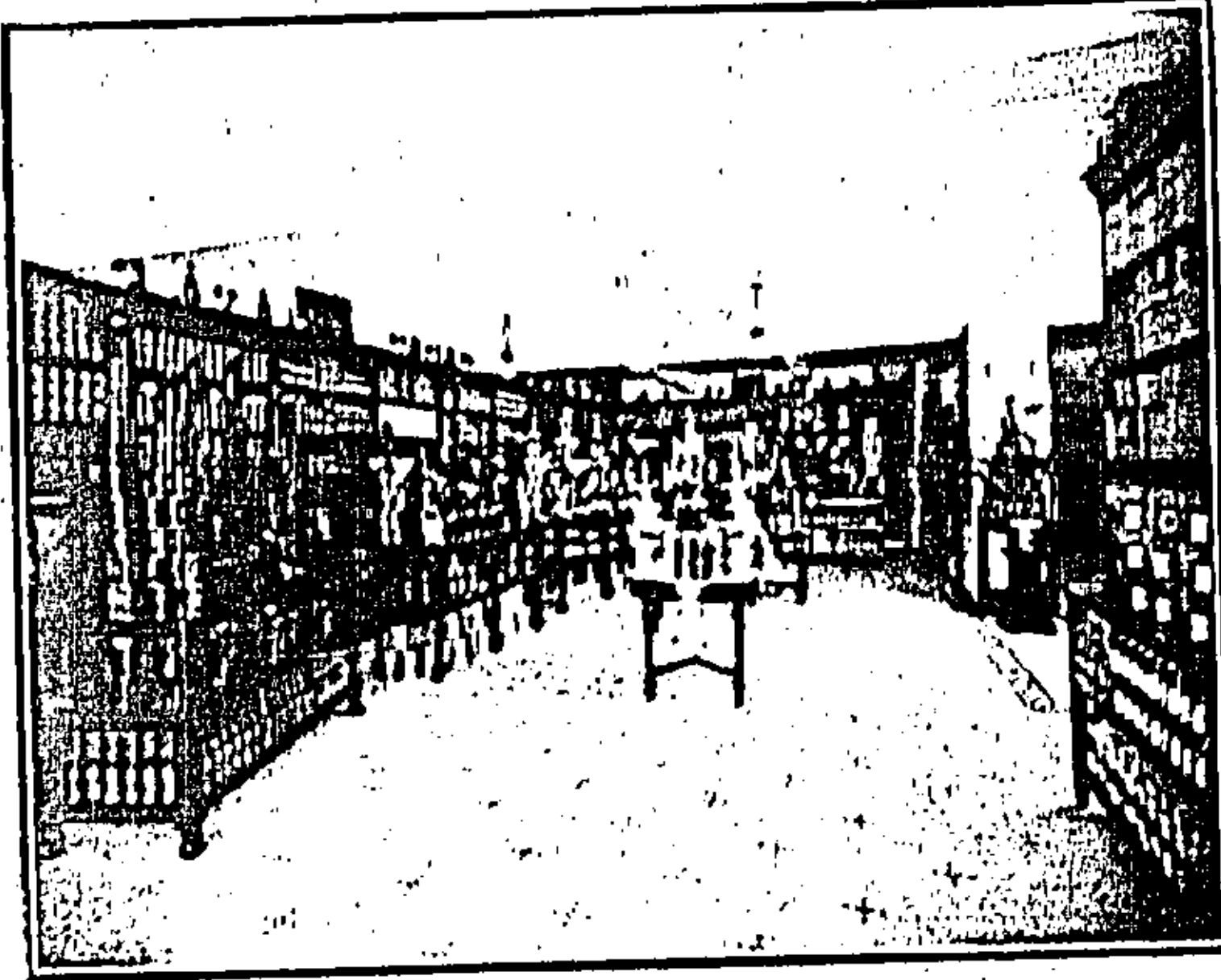
The kitchen floors are tiled with non-slip tiles and the walls are covered with glazed tiles up to a height of 9 feet which provides the sanitary and non-absorbent surface essential in such establishments.

The tiling is by Lee Yu Kee. In connexion with the main kitchen there is a Maitre D'Hotel office, and near to it is situated the bakery and a large room for the manufacture and storage of sausages, cold meats and such like articles of food.

Refrigeration.

Special attention has been paid to the Hotel's refrigerating and ice plant, which has been installed under the direction of Messrs. Andersen, Meyer and Co. The machinery is situated in a separate building, behind the main Hotel building, and the refrigerating chambers are built in the basement, chiefly of compressed cork, tiled walls and white enameled ceilings and doors. There are fourteen rooms and the temperature of each can be regulated to take care of the different commodities placed in them, such as meat, vegetables, eggs, wines, etc. Also there is a room for the storage of furs during the summer months, and, last but not least, all the hotel garbage is also frozen, coming down to the Garbage Room through chutes from the various kitchens and food-preparing rooms.

The Ice Plant, which is in the building which houses the main refrigerating machinery, will have a capacity of 10 tons of clear ice per day.



Grocery Store on Mezzanine Floor.

To eliminate the handling of ice for water cooling, all the service rooms on all floors, kitchens, bars, canteen, dining rooms service, have ice water laid on, connected with the filters and a water cooler in the main refrigerating plant, thus ensuring a good supply of cold water at all times, free from any contamination through handling of cracked ice. Where ice itself is required, refrigerating cabinets by the American Radiator Co. connected to the main refrigerating plant, are installed in the bars where ice is made in small cubes in trays in the same way as is done in the General Electric household refrigerating boxes. The water for this ice is drawn from near-by faucets from the filters. By this method the ice never comes into contact with dust or dirt.

The refrigeration chambers have been designed in a manner calculated to ensure the utmost hygiene in dealing with the products, and an interesting point concerning the icecream made on the premises is that the process will be carried out in full view of those who care to observe it through the two large windows looking out to the Cafeteria and Nathan Road.

Heating—Hot Water.

The central heating and central hot water service, has been installed by Messrs. G. N. Haden and Sons, Ltd., London, represented by Messrs. Reiss, Massey and Co., Ltd., Hongkong. To provide the necessary heat, steam is generated in two "Economic" specially constructed Steam Boilers, each 12' long x 7' dia. constructed for a working pressure of 160 lbs. per sq. inch. Each boiler has a capacity for supplying two tons of the requisite heat required for the plant under maximum working conditions. This permits of one boiler only being used during the greater portion of the year having regard to the climatic conditions of Hongkong.



Main Kitchen on the First Floor.

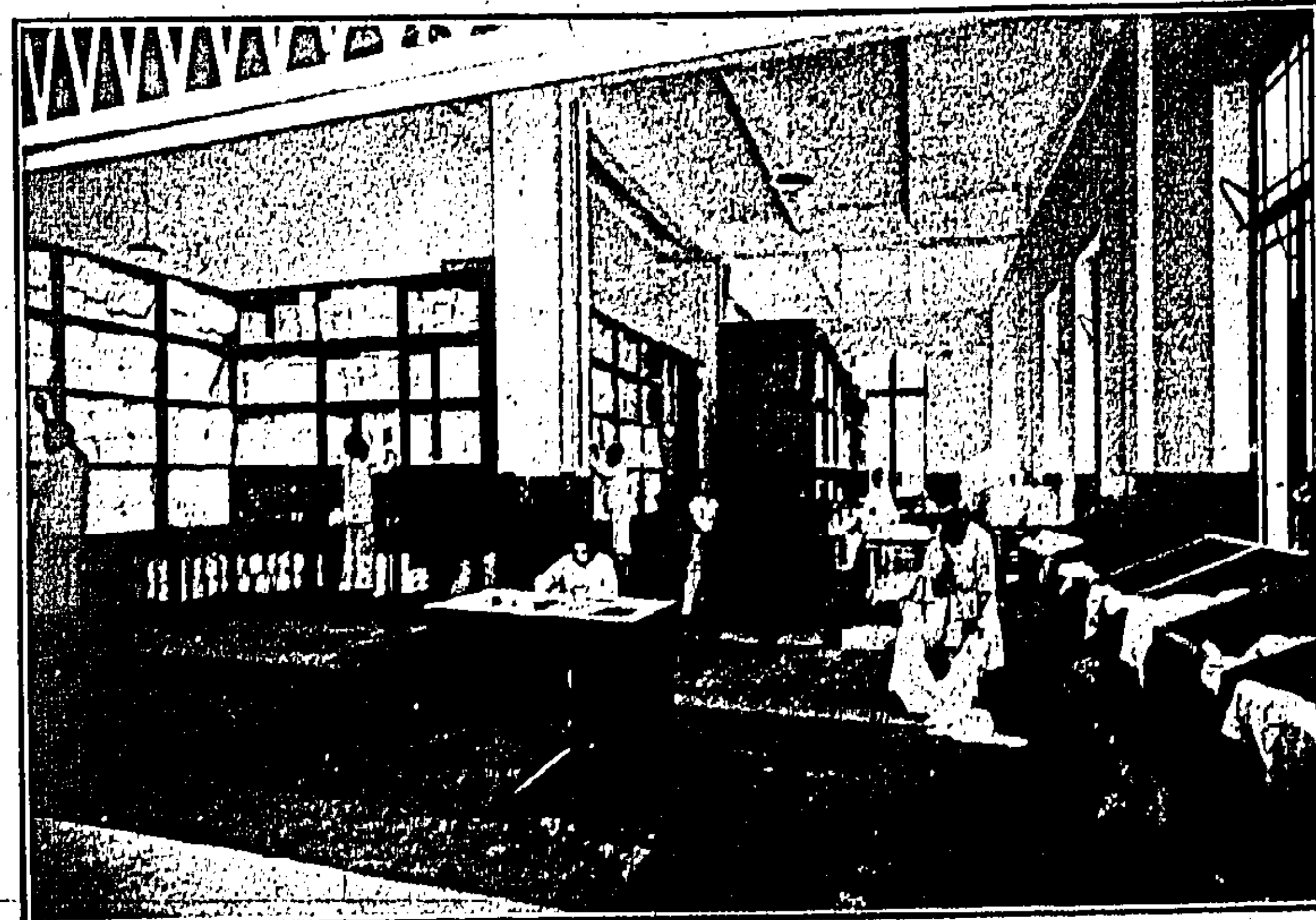
Basement have been neatly concealed.

Boilers, Calorifiers and all Steam and Circulating Mains in the Basement of the Building are thoroughly insulated with Asbestos Non-conducting Composition to prevent heat losses due to radiation.

All public rooms, corridors, bedrooms and bathrooms are equipped with radiators to maintain a comfortable temperature during the cold weather.

It is very important to note that all hot water mains are laid in copper tubing and connected by Lamont's patent "Seurex" brass fittings, and absolutely clear water is therefore available in all bathrooms, lavatories, kitchens and service rooms at all times. It will be realized that this is an inestimable advantage both from a hygienic and economic point of view, as water heated on the direct system and circulating through iron or steel tubes invariably becomes discoloured and the tubes become incrustated internally. This not only impedes the circulation but eventually means renewal of circulating mains, whereas with the indirect system and using copper circulating mains no incrustation is possible and the tubes will last indefinitely.

In addition to the above, steam and condenser services have been laid from the boiler room to steam cooking equipment and sinks in kitchens and to sterilizers in the Surgery and in the Hairdressing Saloons.



The spacious and well-equipped Linen Room.

Electrical Installation.

The electrical installation at the Peninsula Hotel is one of the largest ever carried out in the Far East and certainly the largest ever undertaken in one building in Hongkong.

The lighting and ventilating section of the installation is designed and laid out to supply no less than 2,000 points, supplying approximately 4,000 lamps of various candle power, 1,450 wall plug out-

let installation is laid out to supply no less than a total of approximately 300 B.H.P. in electric motors, driving compressors and pumping plants for refrigeration, general service pumps for fire service, heating plant pumps, sanitary water supply pumps, a central unit vacuum cleaner, and general utility machinery, comprising motor driven ice cream machinery, dish washing plant, burnishing plant, potato peelers and electric cake and bread mixers. A separate section of the power installation, supplies electric baking ovens and bread toasters.

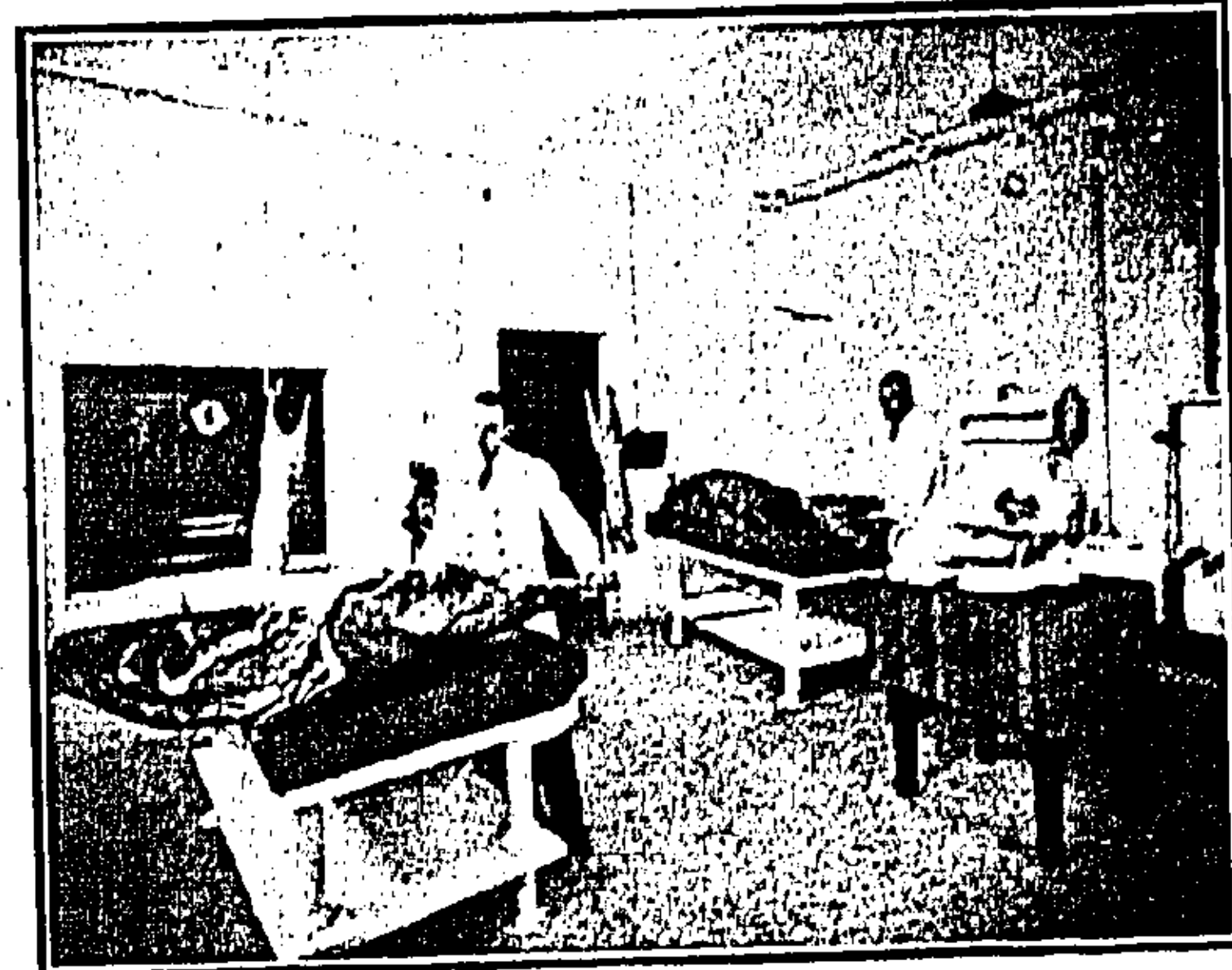
The lighting and power installations are carried out throughout with Callender wire and cable, manufactured by Callender's Cable and Construction Co. Ltd., at Erith, Kent. Callender's "Kalecco" wiring system has been used for the lighting installation throughout the building.

The main switch board, controlling the whole installation, both power and light, was supplied by Messrs. Drake and Gorton Ltd., London. All ironclad switchgear and fuses, controlling the various circuits, were supplied by the Midland Electric Manufacturing Co. Ltd., Birmingham. All light switches and plugs, which are of the flush type in all public rooms and bedrooms, were supplied by the Hart and Heyman Manufacturing Co. Ltd., U.S.A. and Messrs. J. H. Tucker and Co. Ltd., Birmingham.

The installation was carried out by Messrs. William C. Jack and Co., Ltd., Electrical Engineers and Contractors, who have behind them over twenty years experience in electrical installation work in Hongkong. The general design and lay out of the installation was carried out by Mr. J. M. Jack, B. Sc. (Eng.) A.M.I.E.E., the Electrical Engineer in charge of the work during erection being Mr. W. M. Gittins, B. Sc. (Eng.).

The Lifts.

The building is served by seven Waywood-Otis Lifts—4 passenger, 2 luggage, and 1 automatic food lift. The four passenger lifts serve from the ground to the 6th floor and will carry 13 passengers at 300 ft. per minute. The accurate level-



Butchery Department.

ling at floors is effected by the "Micro-drive" patent device. This comes into action automatically immediately the attendant has stopped the lift as near the floor as possible and brings the car to rest dead level with the landing, irrespective of load.

The landing protection consists of steel fronts and 2-speed, self-closing steel doors. These can only be opened from the cage and close automatically when the door is released. They work in conjunction with an electric cut-out and prevent the cage being moved unless all the doors are shut.

The signalling apparatus consists of a buzzer and series of coloured lamps in the cage which indicate at which floor the lift is required and whether the waiting passenger desires to ascend or descend. The lifts are divided into banks of two for this purpose and the signal shows in both lifts, being answered by the nearest cage or the one already going in the required direction.

The safety apparatus comes into operation if the car descends at too great a speed or the lifting ropes break, and gradually brings the car to rest securely locked to the steel rails on which it runs.

The two luggage lifts serve from the basement to the 6th floor and carry one ton at 150 ft. per minute.

The food lift serves from the cold storage in the basement kitchen on the first floor and cage can be called or despatched

any floor by pressure of a button. The whole installation was supplied and erected by Messrs. Dodwell and Co., Ltd., and is one of the most up-to-date elevator systems in the East.

The front portions of the lift shafts have a tiled surface in cream dull finish and all the numbers of floors and decorations are moulded in life instead of the metal numbers so commonly seen. This work was carried out by Messrs. Lee Yu Kee.

Vacuum Cleaning.

No greater problem ever confronts a hotel management than that of keeping bedrooms and corridors spotlessly and hygienically clean, and the management of the Peninsula Hotel has tackled the problem boldly by installing a central vacuum cleaning plant by means of which the whole of the upstairs dust is drawn into a dustbin in the basement. The plant, manufactured by Messrs. Sturtevant Engineering Co., Ltd., of London, and supplied and installed by Messrs. Reiss, Massey and Co., Ltd., consists of one No. 10 type 3-stage horizontal Turbo Exhauster, directly coupled to an electric motor and mounted on cast iron bedplate. The Dust Separator is mounted on cast iron baseplate and fitted with textile filter screen, shaking attachment and removable dust bin. Steel tubes from the Exhauster are laid throughout the building, and have Sturtevant specially designed gunmetal hose connecting points, polished and lacquered, and fitted with self-sealing hinged lids, at convenient points on all floors, enabling all public rooms and bedrooms to be cleaned by this system. The plant is capable of allowing eight operators to work simultaneously, so that cleaning may be accomplished very thoroughly and rapidly.

Sanitary Installation.

The whole of the sanitary ware of the Hotel as well as "Venetian" porcelain enameled baths, lavatory basins, manicure tables, Surgeon's lavatory basins and hairdressers' lavatories, all complete with nickel-plated fittings, were supplied and installed by Messrs. Reiss, Massey & Co., Ltd.

The above installation, includes all soil and vent piping and connections, and flushing service. In addition, a cold water and potable water system has been installed. All piping has been concealed in ducts or chases.

With regard to cold water service, as the pressure of water in the public mains is variable, a system of Booster Centrifugal Electric Motor Driven Pumps has been installed, in order that an adequate supply may be maintained at all times.

Mailing Facilities.

An indication as to how studied has been the consideration of the convenience of residents in the Hotel is to be found in the facilities for posting letters on all floors of the building. Mail chutes are provided in the east and west wing lobbies of the residential floors, and at other points elsewhere, these chutes leading down to main letter boxes on the ground floor which will be periodically cleared by the Post Office authorities.

This facility (by the Cutler Mail Chute Co., of America) has been installed by Messrs. Andersen, Meyer and Co., Ltd.

Other Contributors.

In addition to the furnishing and equipment mentioned in the course of the foregoing review, the following have contributed to the completion of the Hotel:

The Jardine Engineering Corporation, fire hydrants, Messrs. Lane Crawford, Ltd., "Olin" water paint.

Messrs. A. Wai, kitchen tables, kitchen sinks, brass dish-washing tables, fancy metal tables, nickel-plated fittings, bedroom numbers, etc.

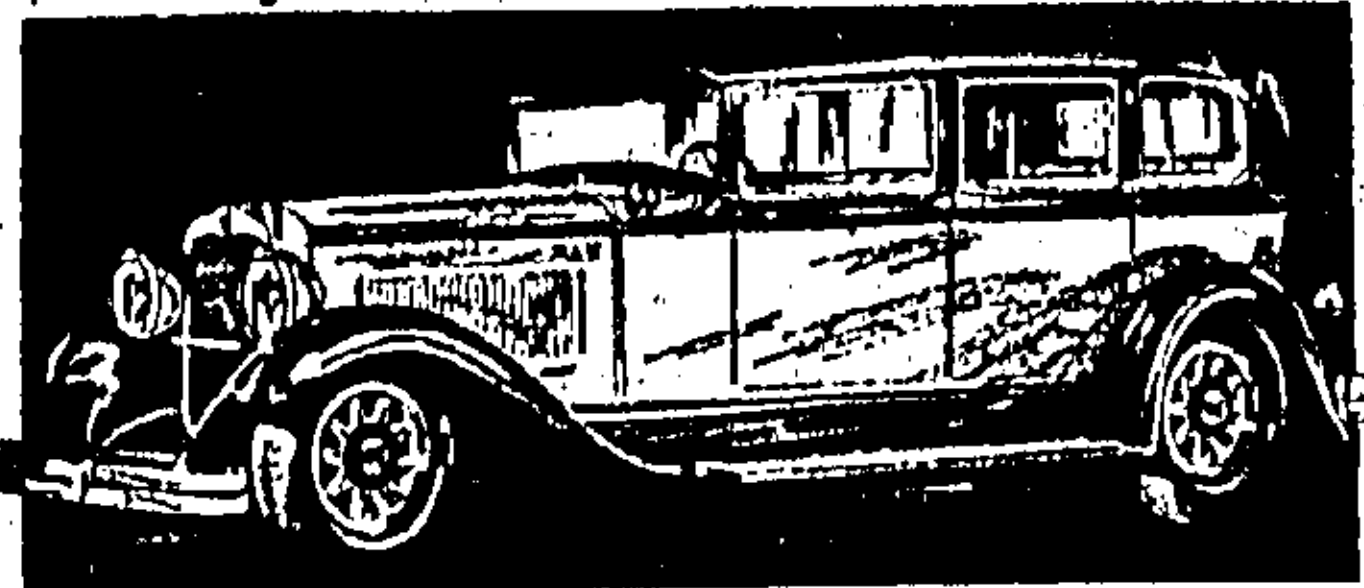
Messrs. Anderson, Meyer and Co., Ltd., electric fans for desks and tables, electric lamps, and scales for the butchery and grocery departments.

Messrs. Bradley and Co., Malthoid roofing and dampcourse, Ironite waterproofing, Pabco metal paint, and asbestos and cement sheets for the main entrance canopy.

A special word should be devoted to the Crittall Manufacturing Co., Ltd., for which Messrs. Arnold and Co., Ltd., are the local agents. This firm has supplied all the metal windows, fire escape doors, shop-fronts and the magnificent six main entrance doors. This complete installation of Crittall



Just arrived
Special Six "400" Sedan
H.K. \$3,300
fully equipped
Phone 1474 for a ride



It was a Twin-Ignition Motor that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

spark plugs (airplane type) to each cylinder instead of one, 360 sparks a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

Prices from G\$1,200 to G\$2,275

WONG SIU WOON 21, Pottinger Street, Phone C. 1474
Service Station 78 Des Vaux Road Central, Phone 644

WOMEN BUY CARS.

It's the wife who decides on the car you buy, 90 per cent. of the time, says Alfred Reeves, general

manager of The National Automobile Chamber of Commerce. So we may soon expect cars marked down from \$1,595 to \$1,594.98, for the woman regards these savings seriously, he adds.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WHAT HASN'T BEEN LUBRICATED?

This is a proper question to ask yourself at the beginning of the summer's heavy driving season and also whenever you are starting on a specially long trip, which you would have unmarred by mechanical trouble.

Some Reminders.

Here are a few memory jogs: Can you remember when you supplied fresh grease to the hard-worked mechanism at the bottom of the steering column? How about those universal joints that you have to take up the car floor to grease? It's not a pleasant job, but they will wear out and get noisy unless they are attended to in time. When did the generator bearings have their few drops of light oil last? Is the oil in the transmission and rear axle housing the same you used all winter? If so, it must be pretty dirty by this time. Has the radiator fan bearing had any fresh oil or grease lately? Front wheel bearings will go a long time without a new grease supply, but not indefinitely without damage. The thrust-bearing of the clutch may be unhandy to get at, but if it runs dry it will become noisy and you will have an expensive job in replacing it. As to the propeller-shaft bearings, where the drive enters the rear-axle housing, this requires special greasing on many cars and is very often neglected because of its inaccessible location.

Soda Treatment for Radiators.
Question:—An owner driver asks: about soda for cleaning out radiators. A prominent car manufacturer gives these directions: "Dissolve two pounds of sal soda (washing soda, not baking soda) in two quarts of hot water, drain the cooling system and pour this solution into the radiator, adding sufficient water to fill the system. Let the engine run, with the radiator covered, until the mixture begins to boil, then, drain the system flush thoroughly with fresh water and refill."

Question:—After having overhauled my Ford engine, I find there is a knock somewhere in the front end and a friend tells me that it is a spark knock, either in the timer or in the timing gears. What is your opinion?
Answer:—The term "spark knock" applies to the noise made in a cylinder when the explosion occurs too early in the stroke, on account of the ignition being too far advanced. This sort of knock is not likely in this make of engine, as the timer can be replaced on the camshaft in the correct position only and the advance of the spark can be fully regulated by the hand lever. If either the crankshaft or camshaft gear is not securely fastened on its shaft or if either of these gears has broken or damaged teeth, a knock is likely to result. Worn camshaft bearings may also produce a similar result. If your overhauling included removing the front gears, possibly they were not replaced lightly.

Clashing Gears.

Question:—J. K. M. asks why the gears of his car grind when he tries to put them in mesh. "Probably the driven member of your clutch and the gears which are connected with it, keep on running, when the clutch is supposed to be disengaged, instead of stopping as they should do. This may be because the driving and driven parts of the clutch do not separate far enough to keep them from touching and dragging and the reason for this is possibly that the pedal strikes something when moving forward, and cannot go far enough to cause full release. Is your clutch throwout bearing well lubricated? If you can get this clutch to release fully, you should have no further trouble."

A Front-End Knock.

Question:—After having overhauled my Ford engine, I find there is a knock somewhere in the front end and a friend tells me that it is a spark knock, either in the timer or in the timing gears. What is your opinion?

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Pistons Stuck in Cylinders.

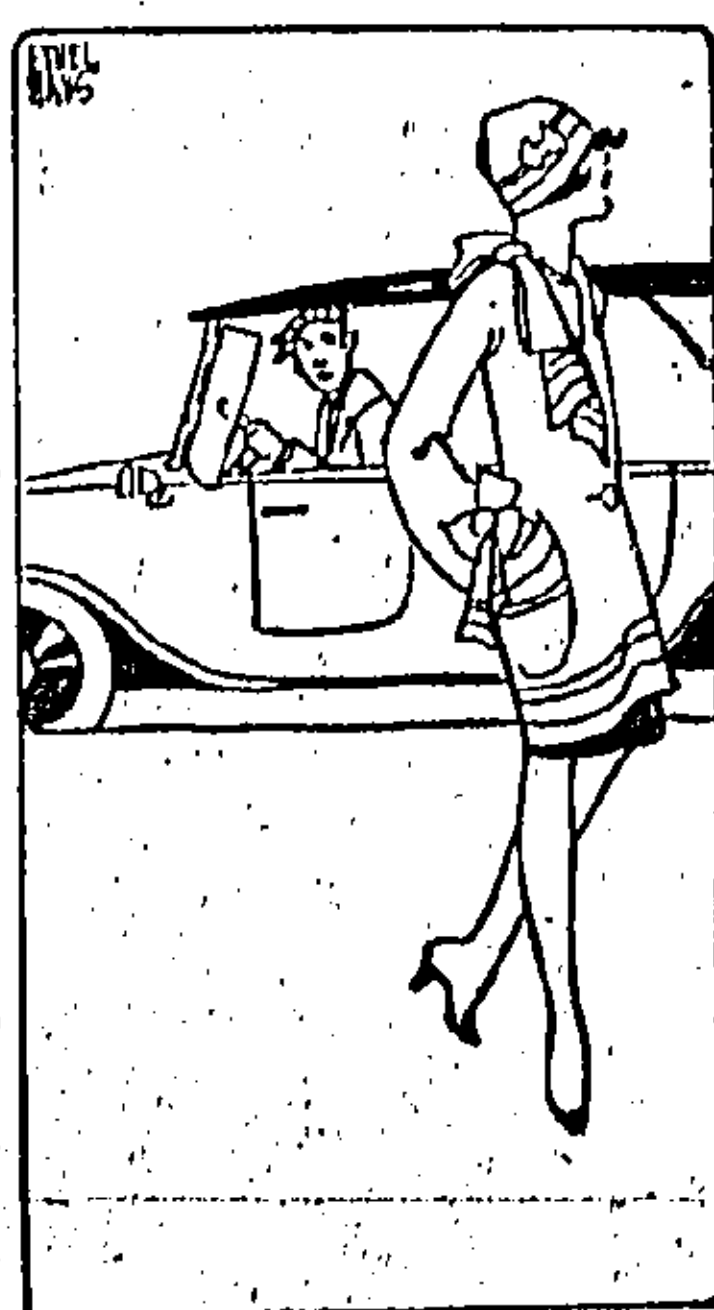
Question:—How can I loosen the pistons in my car? They are frozen or stuck in the cylinders and I cannot find any way of starting them.

Answer:—If these pistons have set in their bores simply because the engine has been laid up during the winter we suggest that you squirt a small quantity of rust remover into each cylinder and see if this will not free them sufficiently to allow them to be turned by the handcrank or by means of a jacked-up rear wheel. If these means fail, have your car towed by another, hold the clutch out, engage high gear and when moving, at fair speed, let in your clutch. If these pistons became stuck by overheating, due to lack of oil or water, they have probably scored their bores and you better leave the problem of starting them to a mechanic who is familiar with this kind of trouble.

CARS IN CHITRAL.

Carried 150 Miles.

Indian riders are becoming Westernised in many ways, including the use of motor cars. Although there are only 14 miles of track over which his cars can be used, H. H. the Rikhtar Sahit of Chitral, India, has two vehicles. Coolies and pack animals carried the parts 150 miles from the nearest motor road, and they were assembled at Chitral.



Men drive open cars to get the air, and a lot of them do.

GERMAN TOUR.

Visit to Studebaker
Factories.

MUCH IMPRESSED.

The 150 members of Die Allgemeine Deutscher Automobil-Club who made a 2,000-mile motor tour of leading cities in the eastern half of the United States and Canada during October, were given a glimpse behind the scenes of American motordom on October 19 when they were entertained in South Bend, Indiana, by The Studebaker Corporation of America.

During the course of their visit to Studebaker headquarters they obtained a first hand impression of the factors that have contributed to the success of the American automobile.

The German motorists, who made their motor tour under the auspices of the American Automobile Association, were met by a cordon of police west of South Bend and escorted around Studebaker's Proving Ground en route to the city. They were later taken on a trip through the various manufacturing and assembly departments of the factory and entertained at a banquet in the Studebaker Administration Building. The party of visitors was welcomed in an address by Albert Russell Erskine, President of The Studebaker Corporation of America.

While the German visitors were much impressed by the magnitude of Studebaker's operations and the extent of its manufacturing facilities they were particularly struck with the care and thoroughness of the testing they were able to observe in the research laboratories and on the Proving Ground. With such a background, members of the party declared, it was inevitable that American cars should set a high standard of performance under the extremely varied conditions they are called on to meet in overseas service.

LIGHTS ARE DANGEROUS.

Figures taken in ten large American cities show that from three to five per cent. of all night time accidents are caused by faulty headlights.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England

(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,

THE UNION TRADING CO., LTD.
York Building. Phone C. 578.

THEY ARE HERE AT LAST!

THE FAMOUS

"F.N."

GILLET D'ERSTAL

AND

MONET & GOYEN
MOTOR CYCLES

DO NOT FAIL TO INSPECT THESE OUTSTANDING VALUES. THE GREATEST EVER OFFERED!

THE FRENCH MOTOR CYCLE CO.

48, NATHAN ROAD, KOWLOON.

CARAVAN ROUTES.

Being "Motorised."

Age-old caravan routes between Bagdad and the Mediterranean are being motorised, trans-desert motor services completing in one day journeys that once required weeks.

Six-wheel buses cover the 600-mile route between Bagdad and Damascus, carrying 2,200 passengers, as well as goods and mail, each month.

SPAIN'S ROADS.

2,500 Miles in Five Years.

Spain plans to build 2,500 miles of automobile roads within the next five years, sixty per cent. of the mileage to be ready for use in two years. A private company is reported to be planning to build a straight line motor toll route from Madrid to Valencia.

JOHN I. THORNYCROFT & CO. LIMITED.

THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,

5th. Floor.

THORNYCROFT

PASSENGER OMNIBUSES

AND

MOTOR FREIGHT VEHICLES

Write us and our representative will call.

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DEAL DIRECT.

Beautiful and Enduring—Hupmobile's New

CENTURY SIX

Will Last through the Years

The Century Six is the motor car built for permanency. This new type motor car has style, and a distinctive personality. It is smart. It has ultra-modern beauty. And the firmly wrought, thorough-bred motor will absorb years and years of strenuous usage.

When you purchase a "Century Six" you acquire something permanent. It is a motor car you will always be proud of. Its full-hearted power, like its beauty, is a built-in feature.

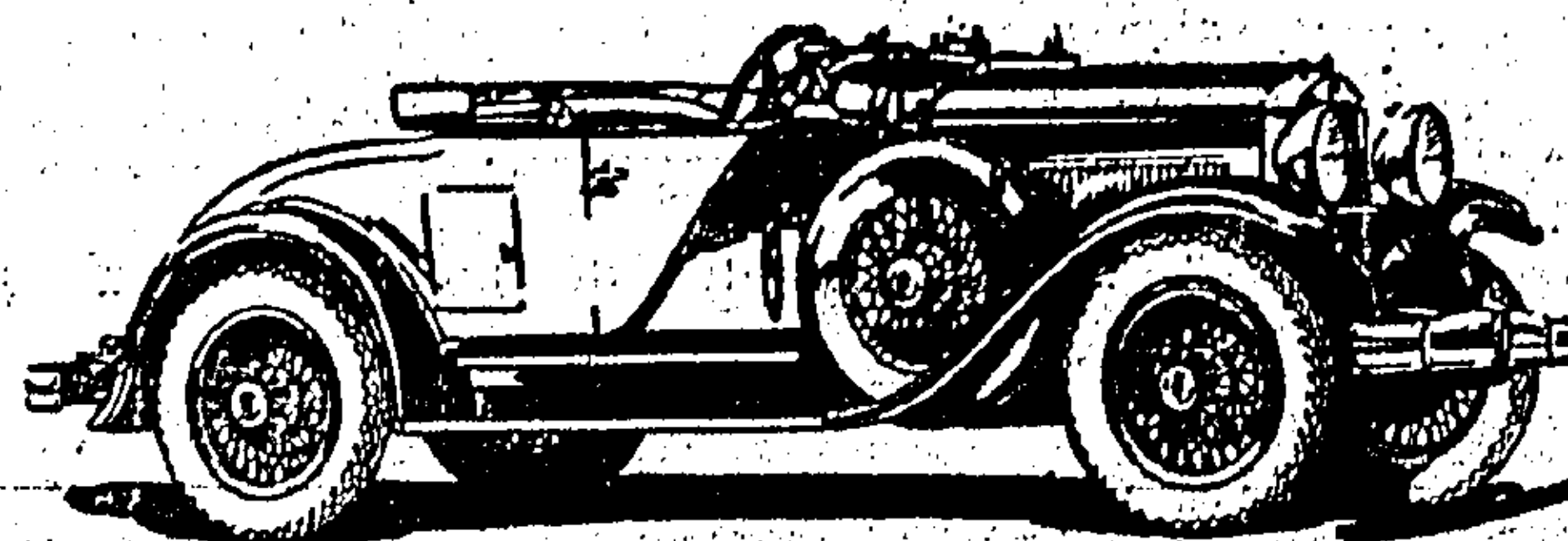
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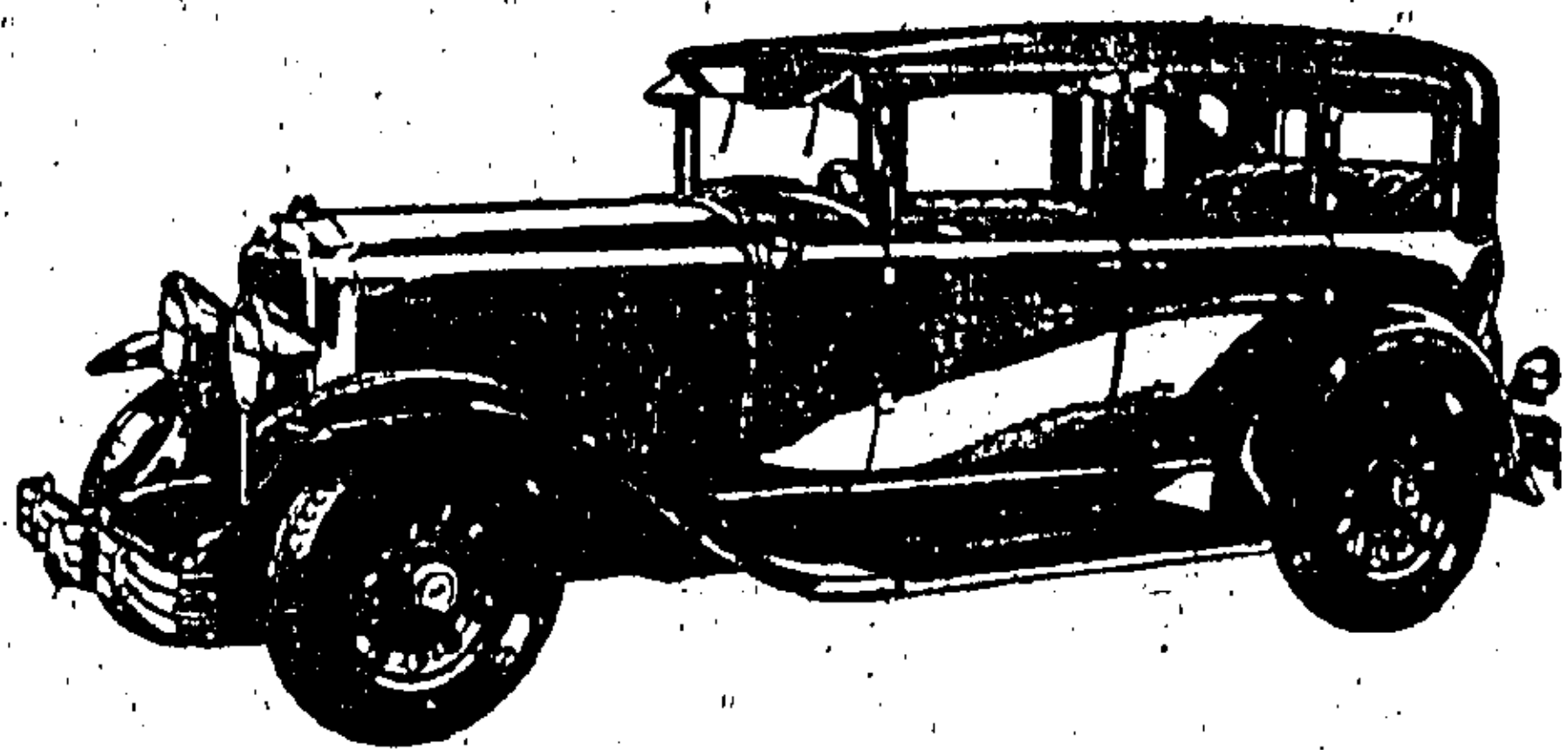
Proprietor: C. F. PAU

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Tel. 3552 and 482.



The new Buick is the New Style



Graceful contours instead of straight lines... the gleam and sparkle of brilliant colors and chrome plating instead of drab effects... the most beautiful bodies ever built... Buick's masterpiece bodies by Fisher

At a time when motor car beauty was practically standardized—when imitation was the vogue—when there was a glaring lack of originality in body design—Buick has swept far beyond the commonplace and achieved a style which the entire country is acclaiming as the most distinctive and beautiful ever shown!

Fisher, the world's foremost builder of automobile bodies, has cooperated with Buick, the world's foremost builder of fine cars, to create a new mode—a new fashion—and so luminous is the result and so eagerly is the public welcoming it that Buick's great factories have reached new

production levels in an effort to keep pace with an ever increasing demand!

Inside and out, the new Buick bodies by Fisher are the most beautiful ever built. Together with the wonderful new standards of performance introduced by the Silver Anniversary Buick, they are winning the greatest demand and the greatest preference ever enjoyed by any fine car!

The new Buick is the new style! And by that is meant, not merely a new type of beauty—not merely a thrilling turning point in body design—but a great countrywide voguel

THE SILVER ANNIVERSARY
BUICK
With Masterpiece Bodies By Fisher

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1248 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.



The Christmas Gift
for the Entire Family

Be good to yourself and your family. Buy an automobile for Christmas to be enjoyed for months and years to come.

WHAT A CHOICE!

STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

COME IN AT ONCE FOR A DEMONSTRATION AND ARRANGE FOR US TO DELIVER ONE

ON CHRISTMAS MORNING.

We have a number of used cars on hand at bargain prices.

THE HONGKONG HOTEL GARAGE.

GERMAN CAR TRIALS.

Ford Wins Gold Medal.

The rules of the German Adac Utility and Economy Run make good reading since the trial appears to have included all the severity of a motor-cycle "Six Days" trial plus some scientific tests that only the Teuton brain could have evolved. The Germans set out to discover which was the best car for the ordinary owner-driver, and with a thoroughness that is characteristic they catalogued the virtues of the ideal car, placed them in logical order, awarded marks for them and then decided on a series of tests to find out how near each of the competing automobiles came to the ideal.

Of the fifty-three cars that were entered, four were Fords. The makers allowed to run them either in standard form or modified in a few unimportant details, so long as the alterations were declared, but the Fords were stock cars.

The German authorities rightly considered that the prime virtue of any car is reliability. A motor-car, they said, irrespective of its price or size must be able to run day in and day out over indifferent roads, at touring speeds, without attention.

The first section of the trial was the 126 kilometres from Berlin to Cottbus. This included starting, brake and acceleration tests. In the easy starting test, which was repeated every morning, the cars had to be started and driven away under their own power within 60 seconds of the time that the driver had first touched the car. As the cars were left outdoors, and snow was experienced during some of the nights, the severity of the test needs no emphasizing.

The second day's run was from Cottbus to Hirschberg, a distance of 172 kilometres, commencing with the inevitable easy starting test. On the third day, in which the distance covered was 211 kilometres, a mountain climbing test was included. The four day's wanderings terminated at Illmenau, 271 kilometres distance; and on the fifth day a 501 kilometre rough-road circuit was made in the Illmenau district. 491 kilometres more brought the competitors to Adenau and the Nurburgring, the greatest "road" race track in the world.

The easy-starting test, in which the Fords obtained highest marks in Classes 1 and 2, has already been described. Towards the end of the trial of cold engine, or as the organizers termed it, "a starting with performance test" was held to determine how quickly the cars could get away from rest with stone-cold engines. On the night prior to the test snow fell, and after the engines had been started the cars were to be driven 200 metres (218 yards) up a 15 per cent. grade. The winner was the driver who took the least time from the instant that he touched the car to that when its

wheels crossed the line at the top of the hill. The four Fords came respectively first, second, third and fourth in the trial, their best time being 53 seconds.

There were three separate cross-country runs of 11, 8½ and 6½ kilometres respectively. The tests took the form of cross-country races over boulder-strewn paths, gorges, covered commons, water splashes, mounds and ditches. The Ford teams obtained the highest marks in their class and one made the fastest time of the day.

In the minimum speed test, in which the Fords put up the best performance of their class, cars had to proceed at lowest possible speed in top gear with the clutch fully engaged, and then immediately following accelerated to a speed of 40½ miles per hour without gear changing. This test was severe, for the risk of stalling or choking an engine that is being accelerated from minimum speed is a great one.

There were two brake tests, one at the commencement of the trial and the other at the end of it. The cars had to be driven at a speed of 60 kilometres per hour and then brought to rest. On the second occasion the Ford beat all comers by stopping in a distance of 20 metres (under 22 yards), a remarkable effort when it is remembered that the car had just undergone ten days strenuous test and travelled over 1,600 miles under extremely arduous conditions.

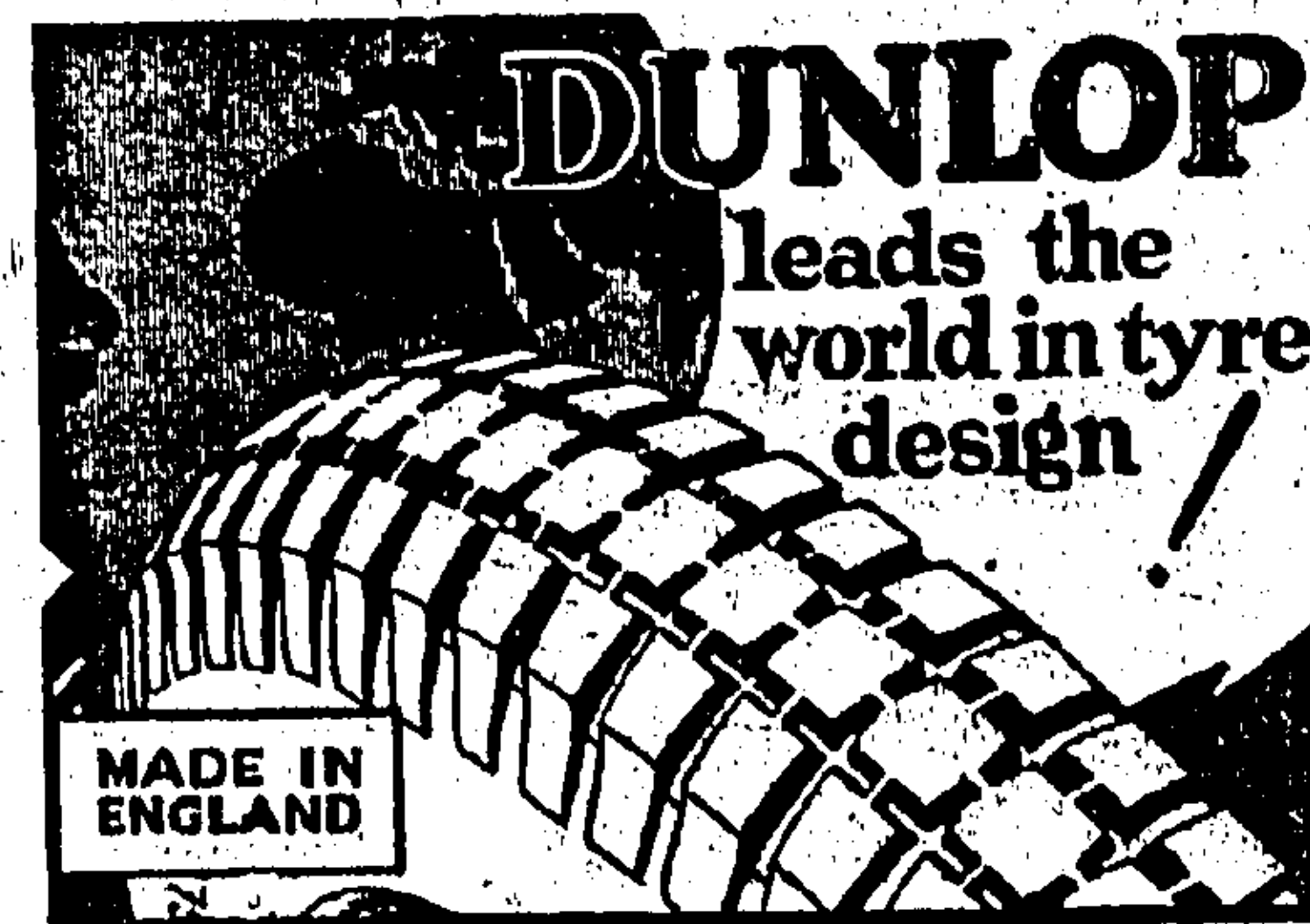
The fuel consumption test, too, was severe, for the distance over which it was taken was no less than 700 kilometres (434½ miles). In this test one Ford showed a consumption of 9.8 litres per 100 kilometres (31.1 miles per gallon). This exceptionally good figure was easily the best obtained by a car using an engine of this size. In the speed test one of the Fords was first in its class, while another Ford came second.

There were two rough road hill climbs, one in the Neue Schlesiache Baude in the Giant Mountains, and the other in the Nurburgring. There was also an ordinary speed hill climb over the steep but well-surfaced test hill of the Nurburgring. On the first the four Fords came respectively 1st, 2nd, 3rd and 4th, and on the second the Fords came 1st, 2nd and 3rd. The test hill climb resulted in the record being broken by one of the Fords which made the ascent in 54 seconds.

It is not surprising, therefore, to learn that one of the Ford team won "Die hochste Auszeichnung, die grosse Goldene Medaille," (the highest award, the Great Gold Medal) and that the remarkable record of Ford successes has created widespread interest in Germany.

BUSES BEAT RAILROADS.

Motor buses in Sweden, of which there are around 6000, cover three times as much territory as the entire railway system of that nation. The buses run daily over 1600 routes.



First in

1888 - -

-foremost ever since

40 years of British tyre making - -

40 years of Progress - - have made

DUNLOP

the standard by which all tyres are judged

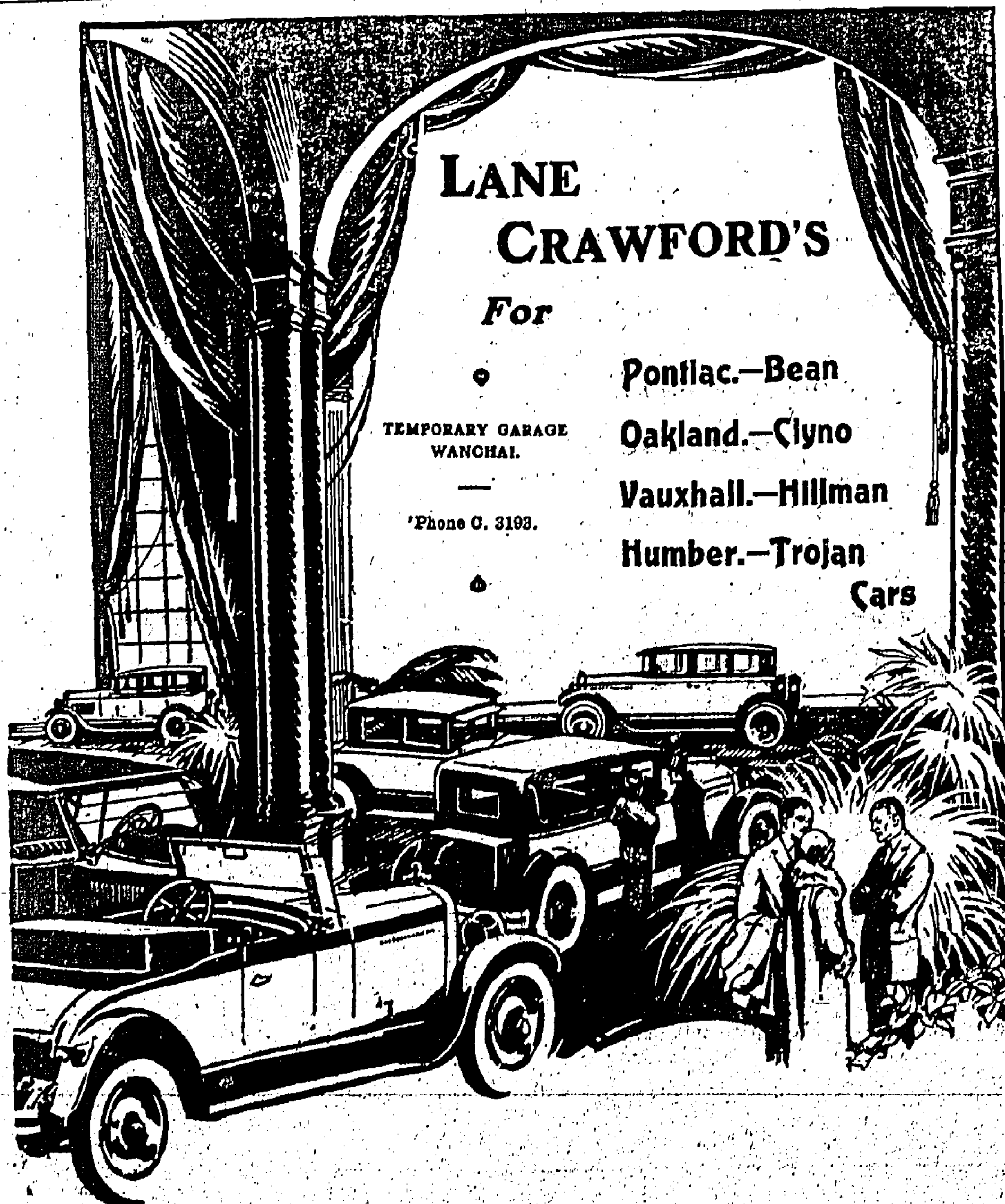
DUNLOP RUBBER COMPANY CHINA Ltd. PEDDER BUILDING. Phone C. 4554

BUSES DOUBLE.

The number of motor buses used in U.S.A. at present has doubled over the amount used five years ago. Last year's registration of motor buses numbered 85,636. Five years before there were only 40,000 in use.

WONT REPLACE AUTO.

In discussing airplanes recently, Henry Ford made the remark that they "never will replace the automobile." Ford, however, predicted a composite airplane, combining the balloon bag, wings, motor, helicopter and water landing gear.



Why changed motoring conditions
demand the use of quality oil



No. 7

Faster engines.... Hotter
engines. Look to your oil!

Automobile engines have always run hot. Even the old temperatures in combustion chambers were high enough to melt gold.

Now yesterday's heats are surpassed. Never before have engine temperatures been so high as they are to-day.

High-speed design means high-heat operation. See what has happened since 1922. Top engine speeds have jumped from 2,500 revolutions per minute to 3,500. One car boasts 4,200. Other makers are considering 5,000 revolutions per minute.

Power explosions have increased proportionately. Added heat. Pistons move faster. More heat. Some cars heat all oil to remove water or gasoline dilution. Still more heat.

What keeps this multiplied heat from destroying your engine?

More efficient cooling systems, of course. But after that?

Lubricating oil. Beyond that nothing. Nothing else can.



Oil that was "good enough" five years ago is not "good enough" to-day. It won't do. It hasn't the ability to stand up under to-day's new driving conditions.

As change has followed change in engine design, the several grades of Gargyle-Mobilol have been improved—made even richer. To-day, more than ever, you need Mobilol quality and protection.

In buying Mobilol, always mention both the name and the grade which the Chart specifies for your car—Mobilol "A," Mobilol "B," etc., as the case may be. To-day only a spendthrift can afford to be indifferent about lubrication.



VACUUM OIL COMPANY

IT WAS FORD'S IDEA.

Back in 1909, when automobiles were driven from the right-hand side, Henry Ford brought out his "Model T," with the driving apparatus on the left side. Now all automobiles in the U. S. are steered and operated from that side.

GROWING "AIRMINDED."

The U. S. nation is fast growing "air-minded." On the twenty-fifth anniversary of the first aeroplane flight, on August 15, there were 1,233 airports in operation within the country's borders.

BAN ON BILLBOARDS.

A recent ruling of the supreme court upheld a law of Kentucky prohibiting all signs except road markers on the rights-of-way of highways. Following in line, Georgia passed a ban on advertising signs along its roads.

REFINEMENTS IN MECHANICAL DESIGN

Aid to Buick's Trustworthy Performance.

The 1929 Buicks are entirely new cars throughout. Mechanically the new models are enlargements and improvements on the fundamentals which have been so thoroughly tried and proved on more than 2,000,000 Buicks. All of the fundamental designs which have made Buick famous have been maintained, such as:

Over-head-valve engine; counterbalanced crankshaft; crankcase ventilator; triple sealed engine; rubber engine mountings; automatic carburetor heat control; multiple disc clutch; torque tube drive; sealed chassis; floating axles; double drop frame; four-wheel brakes; cantilever rear springs.

Bodies are much wider and more comfortable and all parts have been strengthened in proportion to the increase in size and power. Yet by paying special attention to the design of every part and the use of stronger and improved materials, the 1929 Buick is a faster and sturdier automobile with very little increase in weight.

All models are of the same uniform design. The only difference is in wheelbase and engine size.

The 1929 Buicks have been tried and proved through hundreds of thousands of miles of tests at the General Motors Proving Ground, in all kinds of city driving and in Texas, California and Arizona.

The style of the new models is radically new and individual. The cars are distinctive and striking from all angles. The frontal appearance is especially pleasing with deep radiator front, new radiator cap, large, one-piece fenders, distinctive headlamps with chrome plated posts, emblem mounted between the headlights and new radiator splash apron.

Looking over the hood and cowl the cars have a massive appearance with the full chrome plated cowl bands, large cowl lamps and increased width of bodies. The side view is especially striking with the new front and rear fenders, massive wheels and tyres, polished running board binding, new sun visor, distinctive body lines with curved windows and deep rounded body and roof lines.

From the rear the car has exceptionally pleasing appearance. The body is two inches wider than before and the additional width makes the car appear low and massive. The rear end of the frame and gas tank are completely finished with neat sheet metal covers. The combination tail, stop and backup light is mounted at one side with the new gasoline tank filler at the other.

The performance of the 1929 Buicks is outstanding for hill climbing, acceleration and speed. The new and larger engines have developed to a greater point of efficiency, using normal compression and standard grades of fuel, than any other engines now on

the market regardless of compression of type of fuel used. The engine used in series 121-inch and 129-inch develops 90 and one-half horse-power and the engine used in series 116-inch, 74 horse-power.

The speed on all models has been increased from three to five miles an hour over past models. For acceleration the new models show marked improvement.

With the highly developed cantilever spring suspension and hydraulic shock absorbers the new models will comfortably negotiate any roads at remarkable speeds.

For hill climbing the new models will handle a full load as easily as past models handled two passengers over the same grade.

The engine in the 116-inch, 121-inch and 129-inch models have been completely redesigned having larger bore and stroke and developing much greater power. The 1928 model had a bore and stroke of 3-1/2 x 4-1/2 while the new model has 3-5/16 x 4-5/8. Piston displacement, 1928 model, 207 cubic inches; 1929 model, 239 cubic inches.

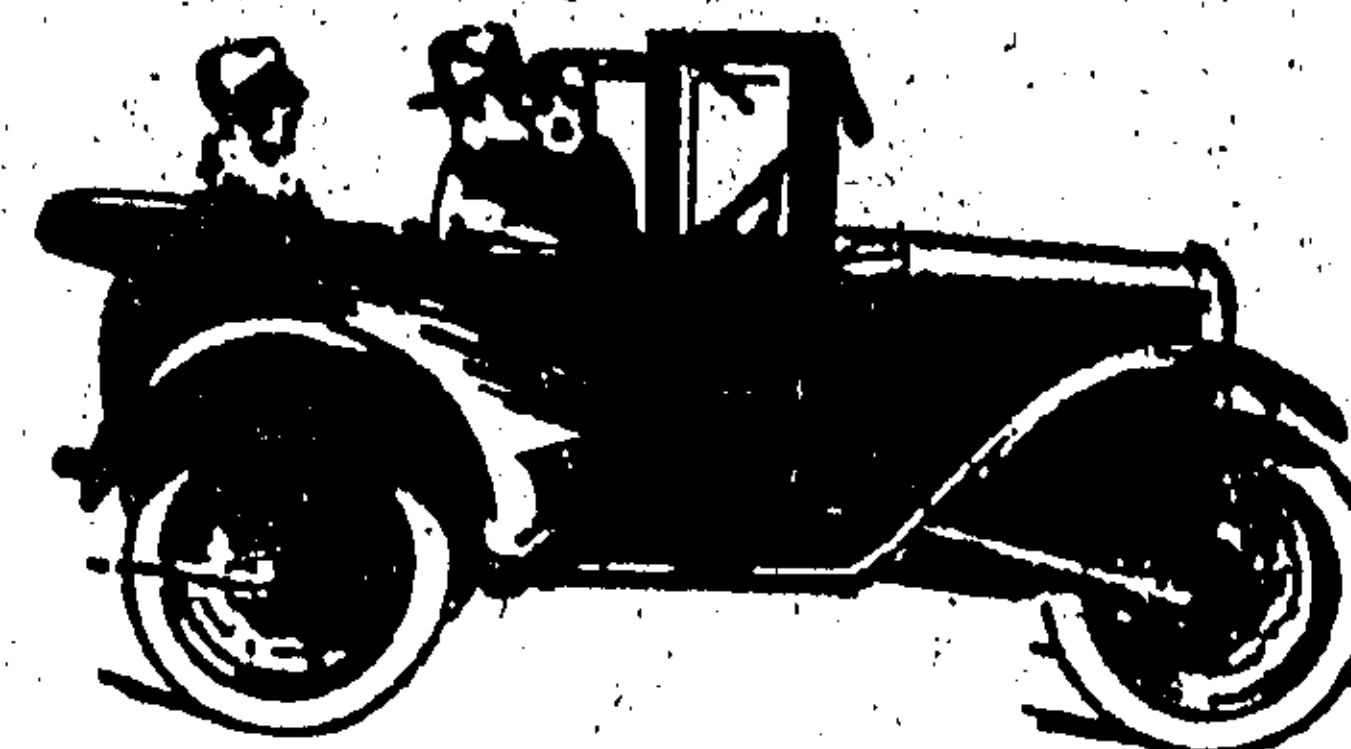
On the 121-inch and 129-inch wheelbase 1928 models, the bore and stroke was 3-1/2 x 4-3/4 while the 1929 models have 3-5/8 x 5; piston displacement, 1928, 274 inches; 1929, 309 cubic inches.

The design of these engines is especially notable for a 17 per cent. gain in power is obtained from a 13 per cent. increase in displacement on the 121-inch and 129-inch models and a 17 per cent. gain in power is obtained from a 15 per cent. increase in displacement on the series 116. This gain is obtained without the use of exceptionally high compression requiring special anti-knock fuels but simply through improved design of engine parts.

These are some of the mechanical refinements:
The camshaft is an entirely new

THE AUSTIN SEVEN

LEADS THE WAY IN LIGHT CARS.



Nothing to Equal It.

THE MOST SUCCESSFUL SEVEN HORSE
POWER CAR IN THE WORLD TO-DAY.

Can be seen at our

KOWLOON GARAGE SHOWROOM

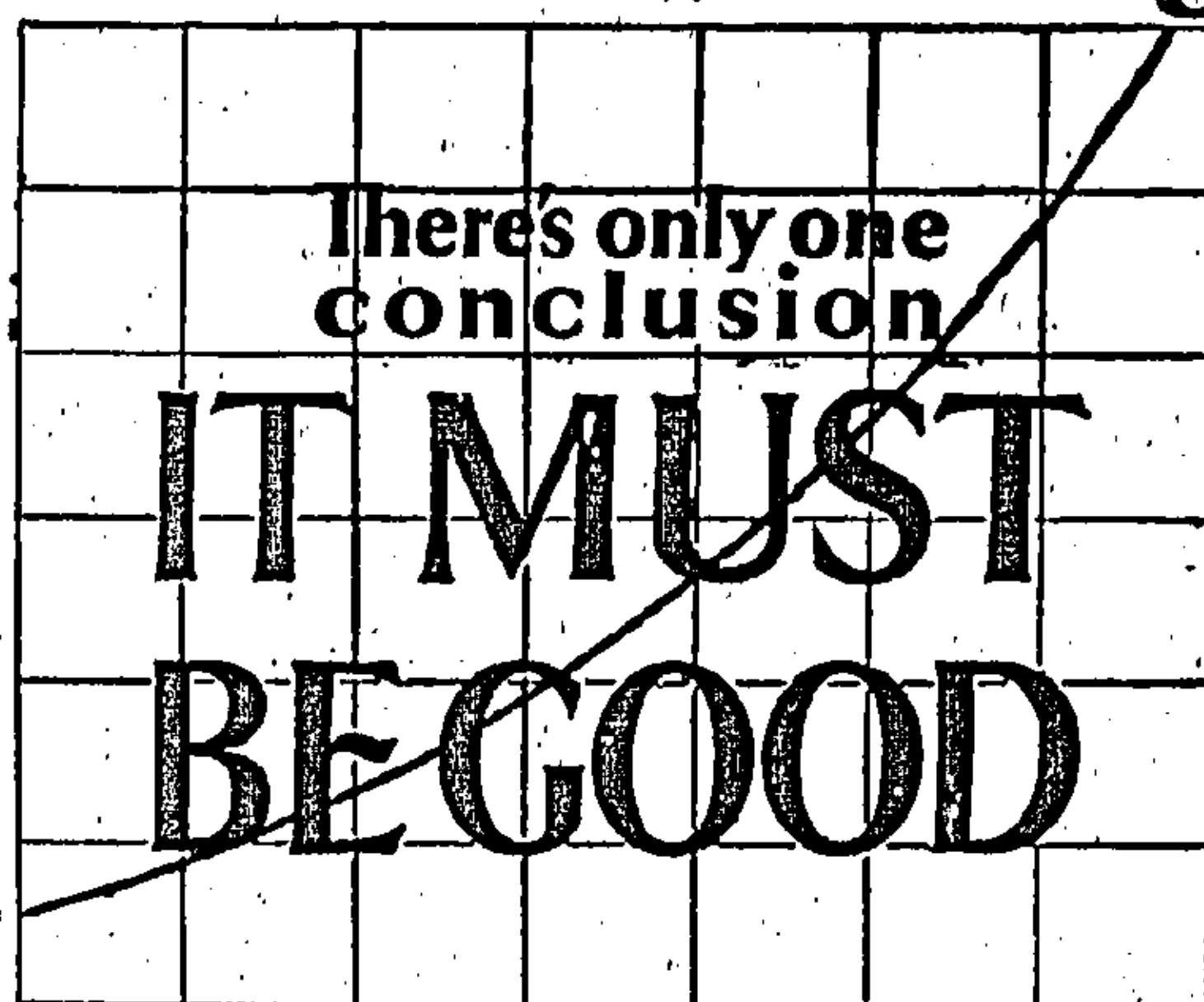
ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd. floor.—Ice House St. Entrance.
NEW KOWLOON SHOWROOM.

design giving greater valve opening and quieter operation.

The crankshaft has been increased in size with heavier counterweights and torsion balancer, assuring smooth operation.

The main bearings are larger and of new steel backed design giving long life and freedom from service. A mechanically driven gas pump assures positive supply of fuel under all conditions.



* This line shows how Oldsmobile sales have mounted month by month for the last six months

When a car wins success as quickly as this new Oldsmobile, there is only one conclusion—it must be good! And the facts confirm this judgment.

Its magnificent new bodies by Fisher reveal the surpassing beauty and craftsmanship for which Fisher is world-famous. Its great 55 h. p. engine provides high-compression performance without special fuels.

Its silenced chassis embodies every principle of fine-car design. Its complete

equipment shows exceptional concern with owner satisfaction.

Thousands of motorists acclaim it "The Fine Car of Low Price." Owners grow more enthusiastic with each mile of driving. Sales have leaped to a new high point. So the evidence rolls up—until your own good judgment tells you...

"I must see this Oldsmobile. I must drive it. There's no denying, it must be good!"

ROADSTER

M\$2,500.00

TOURING

M\$2,500.00

2-door SEDAN M\$2,600.00 4-door SEDAN M\$2,800.00

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, Happy Valley.

OLDSMOBILE

PRODUCT OF GENERAL MOTORS

WE HEAR LESS.

Wet Weather Driving.

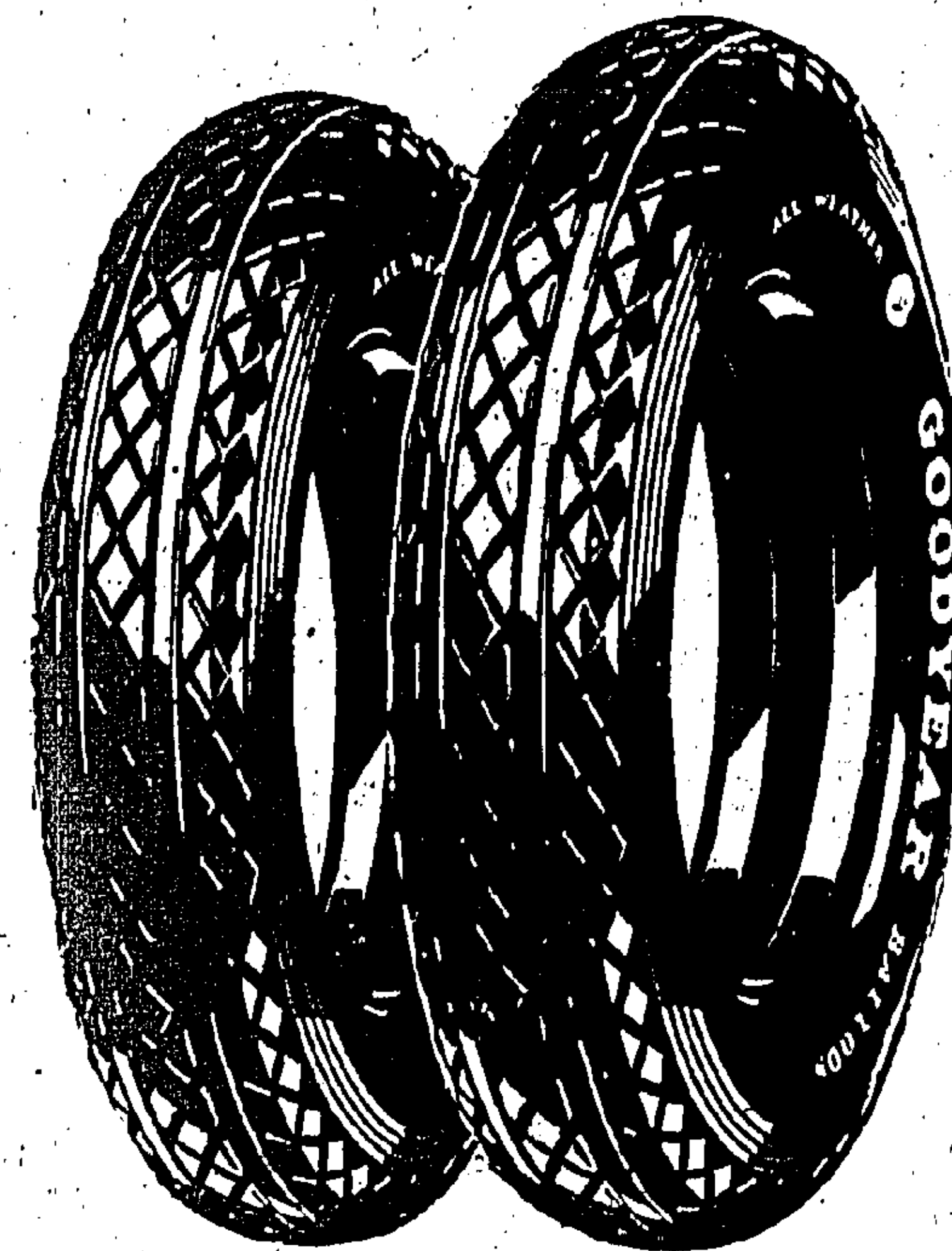
SCIENCE EXPLODES
BELIEF.

Another of our pet beliefs has been upset by the announcement from the United States Bureau of Standards that motors do not work better during wet weather.

Most motorists have noticed that the motor seems to run more easily and more quietly during rain; but scientists say the difference is not in the motor but in our ears. They believe that damp air may have some effect on acoustics, and thus serve to eliminate or minimize knocks and other engine noises.

In exhaustive tests the Bureau could not find any difference in running conditions in wet or dry air, and suggest that the hearing of the driver must be affected as the motors are not.

RAILROAD CROSSINGS
ARE GOOD PLACES
FOR PEOPLE TO STOP
TO THINK.



THE price you pay for this great tyre buys you a matchless measure of *traction—dependability—wear!* That is the reason why for more than ten years this has been true—"More People Ride on Goodyear Tyres Than on Any Other Make."

GOODYEAR

DISTRIBUTORS

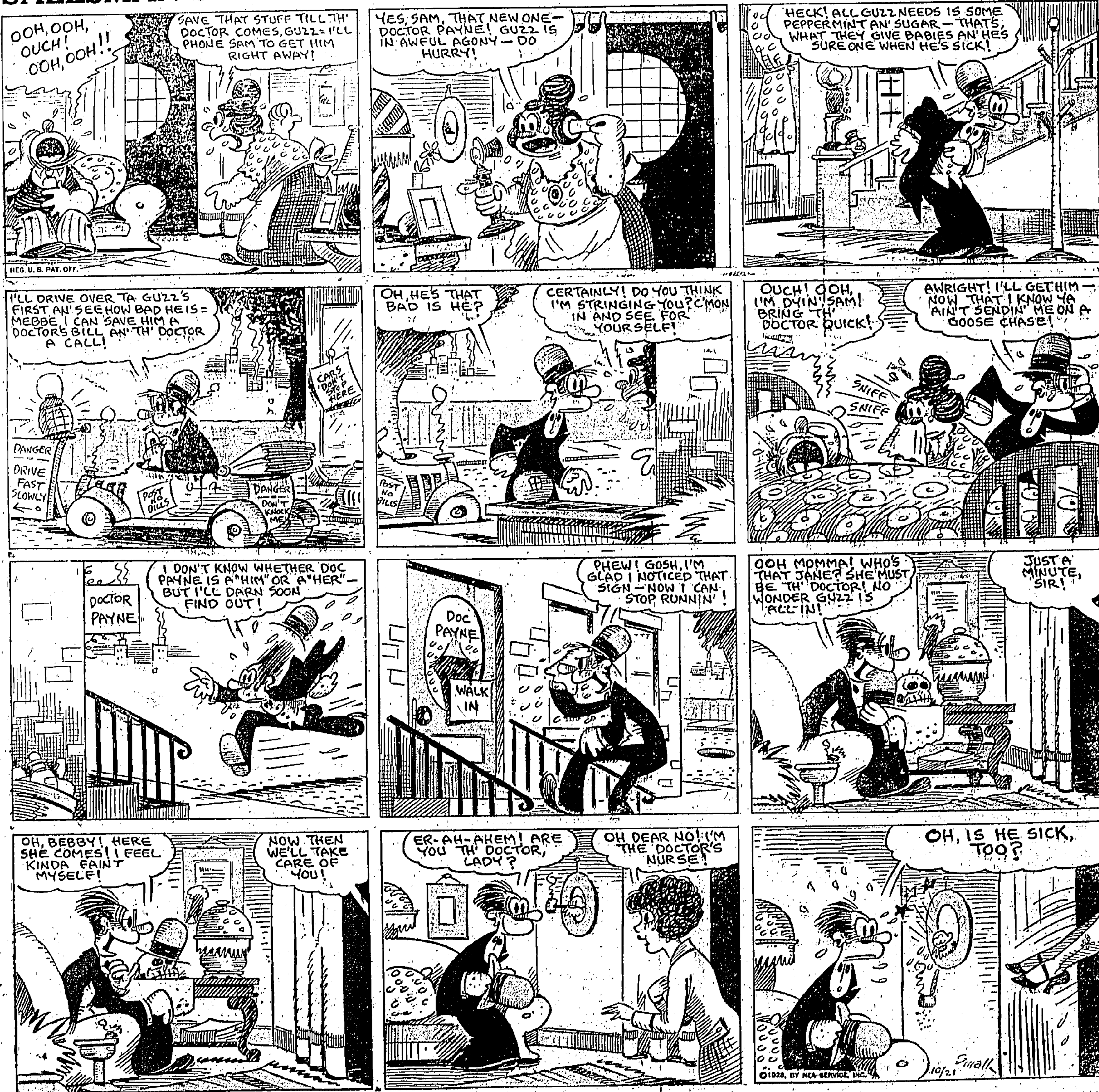
ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.



SALESMAN SAM

By Small



WHITEAWAYS FOR DOLLAR VALUES

CANTON BOXING INSTITUTE.**MARSHAL LI BRINGS TWO EXPERTS.****TO STIMULATE DWINDLING MARTIAL SPIRIT.****NOVEL PROPOSALS.**

Upon his return from the Capital, Marshal Li Chai-sum brought with him two notable boxing experts, Messrs. Wnn Lei-shing and Li Hsin-wu, with whom he has had consultations in reference to the establishment of a Liang Kwang National Boxing Arts Institute.

Marshal Li laid a proposal regarding this establishment before the Provincial Government Council for consideration at its 113th meeting, which was subsequently passed over to the Department of Education for investigation. The main features of the proposal are as follows:

Dwindling Martial Spirit.

"In ancient times the learning of a scholar was to compose of the six fine arts—prophecy, music, archery, charioteering, writing, and mathematics—all of which were not to be neglected. Since the wandering swordsmen were suppressed in the Han dynasty, the scholars in those days set aside the military arts to meet the desire of their ruler with the intention of maintaining their own position; thus the arts of archery and charioteering became entirely neglected by the officials.

"Since then the martial spirit of our nationals has more and more become inanimate and furthermore the wandering heroes have been wont to conceal their skill from other people. Up to the present very few persons are supposed to be able to display such military arts as those practised by the people in ancient times.

The "Sick Race."

"With the introduction of firearms from the West, the people not knowing the usefulness of the ancient military arts have not only failed to practise them, but have also felt ashamed to talk about them. Their health weakened and their spirit become depressed resulting in the Chinese nation being dubbed 'The sick race of the East,' bestowed by foreign nationals.

"In view of the negligence of the ancient military arts, and the weakness of our nationals, the Central Government has recently established the National Boxing Arts Institute for the training of men in these arts, in order to strengthen the mental capacity of our nationals.

To Encourage Defence.

"Owing to the fact that we must have strong health before we can have vigorous spirit to take up a difficult task, we have especially embarked upon the organisation of the Liang Kwang National Boxing Arts Institute for the training of the people in the two Kwangs in these arts, with a view to strengthening their health and enabling them to defend the country in times of need."

According to the general outlines drawn up and attached to the above proposal governing the organisation of the institute, the institute will be established in the city of Canton, and branch institutes will be opened later in the various towns and municipalities of the provinces of two Kwangs.

Boxing experts in the country will be invited to become instructors in different sorts of boxing arts. Detailed regulations governing the organisation of the institute will be further drawn up, as soon as the proposal is approved by the Government.—*Canton Gazette.*

OPEN MIXED DOUBLES.**MRS. LINDSELL AND M. K. LO ELIMINATED.**

Mrs. Lindsell and M. K. Lo were defeated yesterday in the third round of the Colony's open mixed doubles lawn tennis championship by Miss End Lo and M. W. Lo.

The game aroused considerable interest, and quite a number of people visited the Chinese Recreation Club to watch it. The winners took the first set rather easily at 6-1, but the second set was well contested and was not brought to a close until twenty-two games had been played, Miss End Lo and M. W. Lo taking the set at 12-10.

The winners now enter the semi-final, where they will meet Mrs. Miles and H. Owen Hughes. The other semi-finalists are Dr. and Mrs. R. E. Tottenham and Lieut. and Mrs. Hale. It is hoped to stage the semi-finals at the C. R. C. on Saturday, December 15, and to hold the final on Sunday, December 16.

MACAO RACES.**GOOD SPORT ANTICIPATED TO-MORROW.**

[By "Ringtail"]

The twelfth extra race meeting set down for decision at Macao to-morrow afternoon is the principal sporting fixture over the week-end and is sure to draw a big crowd.

Seven or eight runners will be saddled for the Fifth Aggregate Stakes which will be the final race for this event which forms the chief attraction, while another intricate problem presents itself in the Macao Handicap.

The Hongkong and Macao Steamboat Company have made arrangements for the s.s. Wing On to make the trip to Macao starting from their wharf at 2 p.m. To-morrow there will be one boat leaving instead of two, the commodious and luxurious s.s. Talsan leaves Hongkong at 9 a.m. leaving Macao on the return trip at 6 p.m.

I am responsible to a very good friend at Macao for some hints as to the form of some of the ponies, and I trust backers will have a fair share of joss at to-morrow's meeting. My selections are as follows:

- | | |
|-----------------|--------------------------|
| 1st Race | |
| 1 | The Tamer |
| 2 | Loyal Henchman |
| 3 | Andantino |
| 2nd Race | |
| 1 | Mowgli |
| 2 | Cesar |
| 3 | Cavalier |
| 3rd Race | |
| 1 | My Lady |
| 2 | U. Un II |
| 3 | Wuchang |
| 4th Race | |
| 1 | Ullswater |
| 2 | Ace of Spades |
| 3 | Andantino |
| 5th Race | |
| 1 | Misty Eve or Ma Kau Siao |
| 2 | Wuchang |
| 3 | Sunning |
| 6th Race | |
| 1 | Aristophanes |
| 2 | As You Like It |
| 3 | Chemal |

THE ATTRACTIONS OF "TOM JONES."**SOME OF ITS MUSICAL FEATURES.**

It has been asserted, and with some degree of force, that the libretto which Messrs. A. M. Thompson and Robert Courtneidge founded on "Tom Jones," the famous novel by Henry Fielding, reflects but faintly the spirit of that masterpiece of fiction and that their plot would have passed muster under any other name. Granting that such is the case, there is another important factor to be considered; the English public has great fondness for the familiar, and although not five per cent. will have read the novel, the name of Tom Jones has an intimate sound and makes a direct appeal to the imagination.

One of the most notable departures made from the book is the toning down of the coarser features of the age. The story has been so well arranged that it is well adapted to musical treatment. Tom Jones' love for Sophia, her flight from the paternal roof, the hero's lapse with the fascinating Lady Bellaston, the reconciliation at Ranelagh Gardens and the promise of conjugal happiness for the youthful lovers are set forth with that sense of clarity which is so necessary in comic opera.

The composer was Edward German, warmly sympathetic with the old English school of musicians and possessing a natural aptitude for reproducing their characteristic melodies. German's distinct vein of originality is pleasingly in evidence throughout the whole of the opera. To this indispensable quality is added that of consummate musicianship which will be obvious to the most superficial if they give but passing attention to the art of part-writing and orchestra.

German has undoubtedly given of his best in the first act. Indeed, outside the sphere of abstract music he has written nothing better. The trio "Wisdom Says," the septette "The Barley Mow," the madrigal "Here's a Paradox for Lovers," with the brilliant finale which contains that ear-shattering refrain "For Aye My Love," provide a musical treat of a very high order. And it has the further advantage of being as attractive to the man-in-the-street as it has to the connoisseur.

In the second act, German has been less prodigal of his part-music, but such an excellent number as the trio "Let's Be Merry" would redeem the act from any charge of mediocrity, even if it had a less effective finale. The bacarolle, "Beguile, Beguile," in the last act, is another number which will probably call for special mention in the local production, while it will also be seen that German has not been unmindful of the demands of soloists.

PENINSULA HOTEL FEATURES.**HOW "SERVICING" NEEDS ARE CATERED FOR.****NURSE FOR CHILDREN.**

In to-day's issue of the *Hongkong Telegraph* is published a special art supplement illustrative and explanatory of the new Peninsula Hotel, Kowloon.

Owing to the use of so many art illustrations it was not possible to find room for the whole of the description which had been prepared, and the following needs to be added:—

"Servicing" Needs.

Great attention has been paid to the "servicing" needs of the establishment, and there are Matron's quarters, linen rooms, store rooms, etc., located to the rear of the first floor. To ensure that all the staff shall be properly and cleanly uniformed a special uniform and pressing room has been provided where tailors will be on duty to see that uniforms are clean and well mended. Linen marking will be done by the use of indelible transfers, the most modern method of marking linen, and effected by the slight pressure of a hot iron on the transfer.

Complete servants' quarters are provided on the roof of the building, these including dormitories, dining rooms, Chinese kitchens, laundry and lavatories.

The Basement.

In the basement is located the chilled store rooms for meats and vegetables, brine rooms, boilers (all off burning), electric fire pumps with a "tell-tale" device showing what floor on which fire fighting water is being drawn, general store rooms with a huge baggage room on the dry side of the building, and a strong room. A walk through the basement and a visit to the annex, which was to have been used as the garage, brings forcibly home the tremendous amount of servicing which an establishment like a large modern hotel needs. It is sufficient to say that the Peninsula Hotel is completely equipped in every respect.

To prevent possible flooding of the basement a motor-driven centrifugal pump, has been supplied and installed by Messrs. Reiss, Massey and Co., Ltd. Suction branches are led to the basement sump and to the bottom of lift wells, and delivery main is led to a storm channel outside the building. This pump is capable of dealing with a very large volume of water in the event of flooding, which, however, is extremely unlikely to happen in view of the anti-flooding measures adopted by the Architects.

Care of Children.

Adjoining the children's room is an office for a trained nurse who will be in constant attendance and have supervision over the ordering and serving of the children's meals.

Electric Light Fittings.

The "Britalux" dust-proof lighting unit, supplied by the Hongkong Branch of the General Electric Company (Of China), Ltd., has been adopted as a standard for all the bedrooms, corridors, etc. The metal work of this fitting is of antique brass. The glassware is of excellent quality.

NEARLY 400 TYPHOON DEATHS.**DEATH-ROLL STILL GROWS IN PHILIPPINES.**

Manila, Dec. 5.

A total of 136 deaths were reported yesterday from the typhoon area, with the list brought back by commanders of the destroyer squadron sent into the devastated area on Governor General Stimson's orders checking with those reported from other sources to produce a grand total of 392.

The death list has soared high above even first estimates of the wind toll, eclipsing the death list in the recent Porto Rico hurricane by 182, and earthquake zone in Chile, where deaths have totalled 367 so far.

This places the Philippines typhoon very definitely in the list of major world catastrophes of the last decade.

The list is still incomplete and expected to grow with later and more definite reports from inland municipalities in Leyte and Samar.

having a low absorption thus giving very efficient light distribution.

Ceiling Fans.

The ceiling fans throughout the Hotel are the well known "Kingsway" fans made by the General Electric Co., Ltd. They have three curved aluminum blades giving a sweep of 60". They run at 190 r.p.m., and have a consumption of only 115 watts. The fans are finished in white enamel with gold lines and are fitted with a ball thrust bearing running in oil. Automatic lubrication is provided and the fans are quite silent. The windings are specially impregnated for the tropics. The fans were supplied by the G. E. Co. of China, Ltd.

Water Services.

The sanitary ware was manufactured by Messrs. Shunka & Co., Barrhead, Scotland, and is of the very highest quality procurable. Water service to the ornamental fountain in front of the entrance to the Hotel, has been supplied and installed by Messrs. Reiss, Massey and Co., Ltd.

Pumps, to deliver sanitary service water to tanks on the roofs of the building, have a capacity of 50 gallons per minute, and were supplied by Messrs. Andersen, Meyer & Co.

Motor Showroom.

Facing Nathan Road is a motor showroom for the Hongkong Hotel Garage—a spacious and well-appointed room, ideal for the display of the many cars for which the Garage are agents. The large plate glass windows are adorned with silk hangings, and the illumination, which has been specially studied, is provided by "Georay" reflectors and spotlights, supplied by the General Electric Company of China, Ltd.

Arcade Show Cases.

A number of handsome show cases complete the arcade scheme, and there can be no doubt that this will become a favourite shopping centre not only for residents and guests at the Hotel but also for the general public of Kowloon. The handsome shop fronts, doors, show cases and marble flooring are by Messrs. H. N. Barnes and Co., Ltd., of London, and have been fitted by Messrs. Andersen, Meyer and Co., Ltd., the local agents. The shops are well lighted and offer attractive display room.

The Very Idea!

The speeches at the annual banquet of the Austin Motor Co. in London, instead of being delivered in the usual way, were thrown upon the screen.

It is to be hoped that this innovation will spread. If we cannot have these after-dinner speeches screened, we may have them printed, and placed in booklet form beside the menu cards.

The advantages of either system are obvious. One would then be able to call the wine-waiter, to talk to Jones four seats down on the left, and to tell Brown that awfully good one that begins—"There was an old lady of Porfair," all during the speeches.

Then, one would be relieved of the obligation to applaud, for it is presumed that the speeches, whether printed for screening or taking home, would be punctuated by—(applause.)

There is another alternative to screening and printing—don't give any speeches at all. (Applause!)

A bank in Amsterdam has opened a branch for women only. It is to be run by a staff of women, and will cater specially for divorced women and widows.

I know a bank wherein no mere man goes, Where Woman unto Woman only shows.

The situation of the best gold mine, And where to look for stocks that will be fine; There stands Telleria some time of the day, Lulling the fears of those who come her way.

To her, the madden, widow, wife, Come, their secrets, and new schemes begin; Their eyes once bathed with Luck-in-idleness, They shall in every failure see success.

And in a man-forbidden kingdom be The playthings of financial phantasy.

"Which of the parables do you like best?" said the minister to a small boy in the Sunday school.

"I like that one where somebody loafs and fishes," was the unexpected answer.

Mr. Pope, the Clerkenwell magistrate: They don't pension us at 60. They expect us to be full of beans at that age.

Judge Cluer, at Shoreditch: Occasionally I am inaccurate, but not always.

Mr. Bingley, the Marylebone magistrate: A good many people say they cannot read handwriting.

Willenden husband in letter to wife: I have given you a trial and you have been found lacking in love for me.

Motor-cyclist at Penge, giving evidence against a woman charged with driving her car dangerously: She gave me an "unseen" sign that I might pass.

Authorities are trying to dissuade would-be suicides from jumping into the Thames from Blackfriars Bridge by psychology. Alarmed at the increasing number of persons taking their lives at this old Roman river landing, they have painted the former sombre, "and" black in a "happy" combination of light green, trimmed with bright yellow.

A Booklet has been issued by the London & North-Eastern Railway Company exhorting employees to be more economic in the use of such things as coal, lubricating oils, shunting poles, sponge cloths, brushes, and pencils.

It is stated that 200,000 brushes at 2s. each—nearly £20,000 a year—are used.

"Take care of your brushes," is the slogan.

It is to be hoped that the brushes, however, will not be worn to the degree that caused a painter to exclaim to a woman in a Glasgow suburb, when he was given a brush to sweep up some shavings.

"Hey, you, whit the devil due ye ca' this? A besom, d'ye say? Och, there's mair hair on a mealy puddin'."

It is also urged that £500 be saved on the bill for pencils.

The office boys—if those in railway departments are like any other office boys—will no doubt make heroic efforts to stifle their amours and cease writing notes to that pretty typist in the next room, while the noughts and crosses championship played in most offices when the head is out, will probably be dropped.

The value of scrap material recovered and sold in a year, it is further pointed out is £700,000—"there is money in scrap."

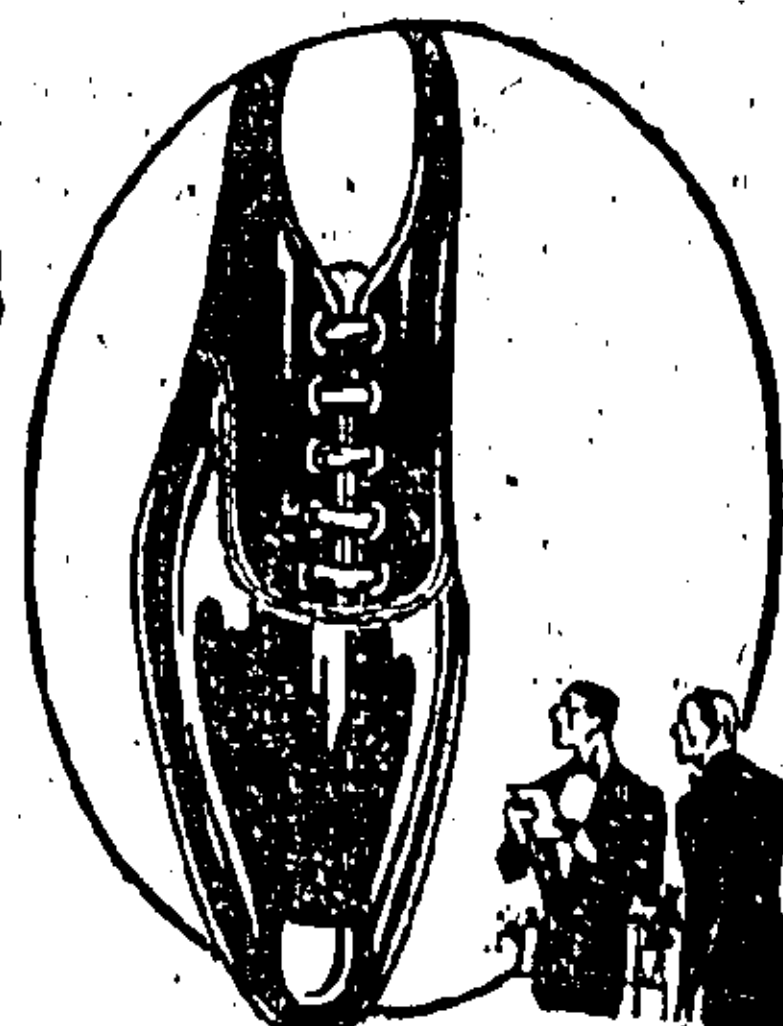
This scrap material does not include, however, the porter who leans on the gate of the platform and allows you to say "Excuse me" eleven times before letting you pass.

"I have known even magistrates 'say things' in hot blood."—Mr. Cairns, the magistrate at Thames.

When a detective at Penge read a list of 20 convictions against a prisoner the latter grinned and remarked, "Makes you cough, don't it?"

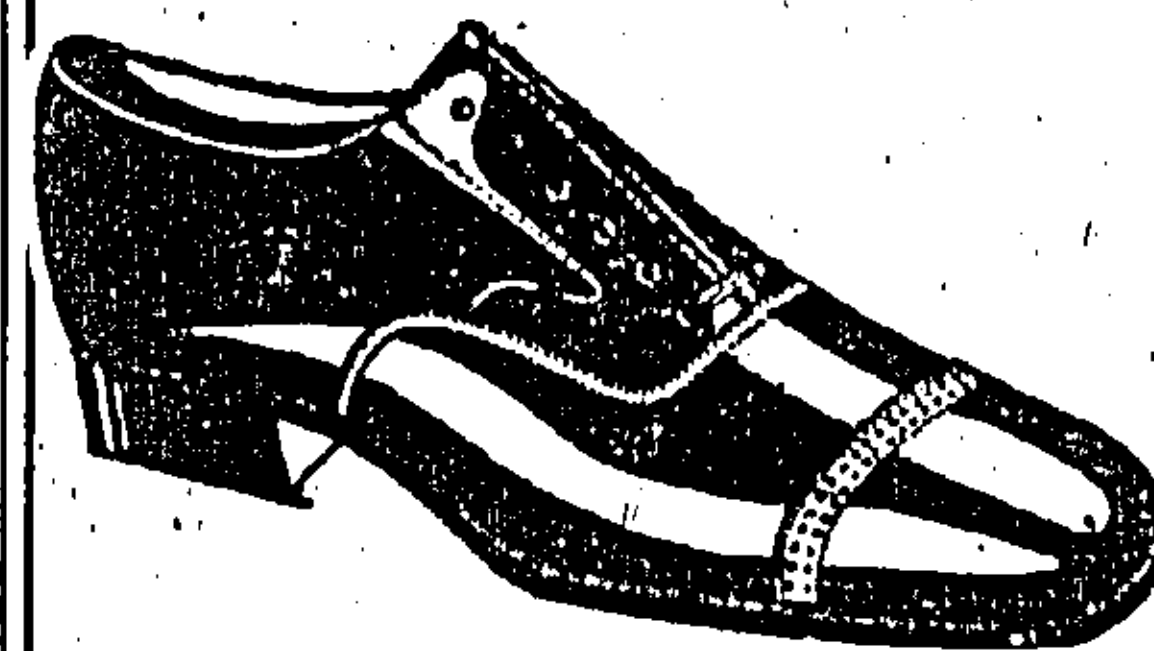
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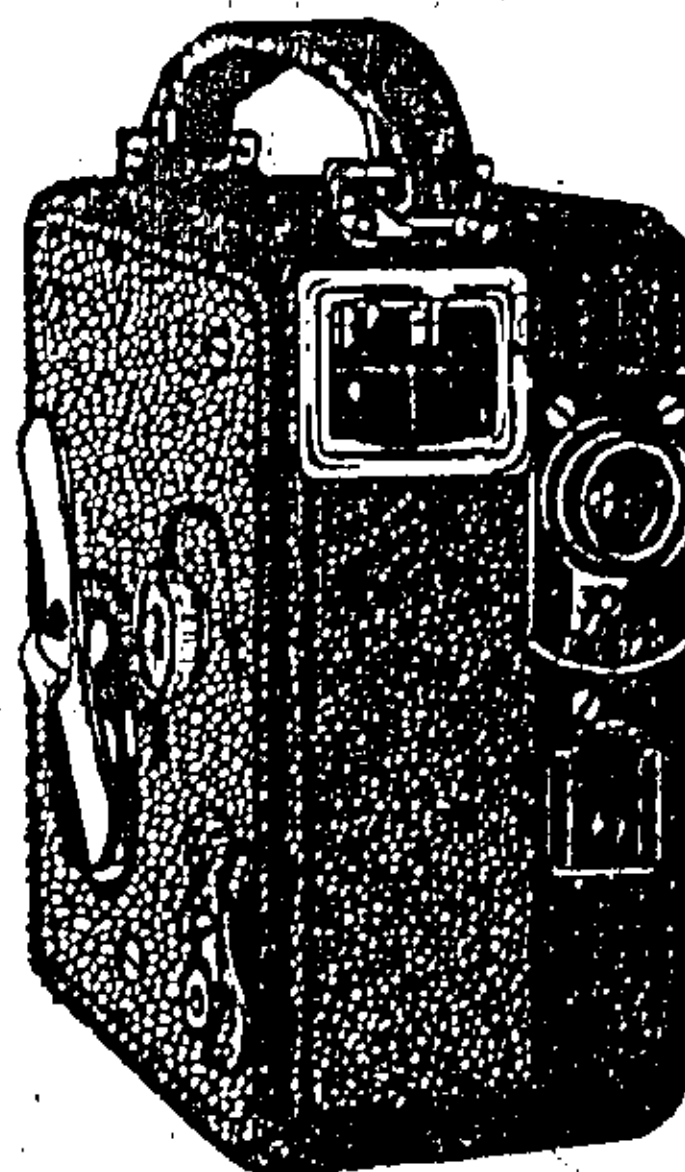
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MR. NEWWEALTH: I believe the decorator said something in red and brown bindings.

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1. The "MAGNET" Metal sheathed system using wire covered with pure lead, (not an alloy). All fittings bonded to the lead sheath and earthed.
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ALL BRITISH



THE WORLD OF SPORT

CLUBS FINED.

FAILURE TO TURN OUT IN LEAGUE MATCHES.

The following decisions were reached at the last meeting of the Emergency Committee of the Hongkong Football Association, presided over by Mr. R. Hall:

R. A. v South China.

Committee considered the Referee's report on the above Senior Division game played on the 1st, and decided to suspend Nellis, of the R.A., until January 1, 1929.

Committee continued with the enquiry into the refusal of the China Athletic team to continue with the Junior League game v The Queen's on the 17th ult. The Referee was present with the Chinese Captain. Committee decided to suspend the Captain of the Chinese team, Ng Po Lau, until the 1st February, 1929, and to "severely censure" him. They also instructed the Secretary to write to the China Athletic Association pointing out that the Club was responsible for their players being acquainted with the rules of the game, that they must be instructed to obey the Referee without question, and that should there be a repetition of this offence it will render the Club liable to expulsion from the Association.

The Emergency Committee recommended to the League Management Committee that the result of the game Queen's v China Athletic, as at time of abandonment stand.

Lai Wah Cup Final.

The Hon. Secretary informed the Committee that H. E. the Officer Administering the Government had kindly consented to be present at the final and to present the trophies at the conclusion. The Hon. Secretary was authorized to obtain miniature cups to be presented to the winning team that day.

League Meeting.

The following are minutes of a meeting of the Management Committee of the Hongkong Amateur Football League, with Mr. G. T. May in the chair.

Committee considered the recommendation of the H.K.F.A. with reference to the Senior Division game South China v K.O.S.B. of Nov. 3. Reeves not being properly registered. They ordered the game to be replayed on the S. China ground and the gate proceeds from this game be paid into the League funds.

Kowloon Football Club v K.O.S.B. Committee considered the failure of the K.F.C. to turn out in the Junior Division game on the 17th ult. and their appointing their opponents of the postponing of the game. Kowloon F. C. fined \$10 and warned.

University F. C.

Committee considered correspondence relating to the failure of the University Football Club to turn out on the 17th ult., 24th ult., and the 1st. The Committee's finding is as follows: "For failing to fulfil their fixtures University F. C. is fined \$10. That the University F. C. and all players registered for them at this date, be suspended from the H. K. Amateur Football League for the rest of the season, and that previous games in which they had participated this season be expunged from the records."

Club de Recreio F. C.

Correspondence on the subject of the Club de Recreio failing to turn out against S. China on the 10th ult. was considered by the Committee and their finding is as follows:

1. For failing to fulfil a fixture Club de Recreio F. C. is fined \$10.
2. Failing to reply to correspondence sent by the League Hon. Secretary, the Club de Recreio Junior Division players suspended until such time as correspondence is answered, and until a satisfactory explanation is received as to their previous failure to do so.

Letter from Mr. E. de Sousa resigning from the Committee on his departure from the Colony. Committee unanimously agreed to place on record appreciation and thanks for all that Mr. Sousa had done for football in the Colony. It was agreed to invite Mr. R. A. Silva to fill the vacancy on the Committee.

Transfers.

Sherry of Police from Senior to Midweek as from 20. 11. 28.
McEwan, Johnson and Muir of Police from Senior to Midweek as from 4. 12. 28.

R. Marques, Club de Recreio from Senior to Junior as from 23. 11. 28.

J. M. Silva from Club de Recreio to St. Joseph's as from 15. 11. 28.

Choi Ping-fan from Midweek to Junior division as from 20. 10. 28.

G. G. Edwards from University F. C. to H. K. F. C. as from 22. 11. 28.

S. China "F" v R. A.

R. A. team failed to take the field on this Junior Division game on the 17th ult. owing to the absence of gear. Explanation from the R. A. accepted, and Secretary instructed to arrange for this game to be played at a later date.

Committee unanimously agreed to the following regulation governing transfers to come into force from this date.

"That where a player has played in Saturday football on one occasion, permission to be re-instated to midweek football be refused."

LOCAL HOCKEY.

TEAMS FOR THE MATCHES NEXT WEEK.

The following will represent the Hongkong Hockey Club first eleven in a match with the K.O.S.B. at the U.S.R.C. on Wednesday at 4.45 prompt.—W. K. Tait, O. E. C. Marton, D. Lyon, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, J. H. Plummer, H. Owen Hughes, E. D. Lawrence, O. C. Francis, and G. E. R. Divot.

The second eleven to meet the Y.M.C.A. on Monday at 4.45 at King's Park will be.—W. K. Tait, R. R. Todd, L. F. Nicholson (captain), A. J. W. Ashby, Major J. P. S. Gray, L. A. R. Duncan, P. J. Price, W. Woodward, R. K. Valentine, W. A. Nowers and E. C. Fincher.

K.I.T.C. Defeat Beds. and Herts. The Kowloon Indians met and defeated the Beds. and Herts. on the Marina ground yesterday afternoon, by 6 goals to 2.

In the first half of the match the game was fairly evenly balanced; the goals being 2 to 1 in favour of the Indians. In the second half the Beds. and Herts. scored a goal soon after the start, after which the game went decidedly against the visitors, the ball seldom crossing to the Indians' side. The visitors remained on the defensive, scarcely getting a chance to pass the Indian half-backs. The game was kept up at a very rapid pace throughout.

LOCAL CRICKET.

THE KOWLOON C.C. TEAMS FOR TO-DAY.

The following will represent the Kowloon C. C. in a friendly match against the Hongkong C. C. to-day on the K.C.C. ground at 2 p.m.—Goodwin (Capt.), W. Brice, A. W. Ramsey, E. C. Fincher, E. P. Fincher, N. H. Ross, G. A. V. Hall, H. T. Buxton, F. S. W. Smith, S. Jex and Olliver.

Kowloon C. C. seconds will be represented by the following in their match against University seconds at Pokfulam at 2 p.m. to-day: H. Overy (Capt.), N. Mackay, D. S. Green, H. Potheram, A. R. F. Raven, G. Lee, O. B. Raven, A. E. Silkatane, L. A. H. A. R. Puttee, L. A. Lathwaite and E. R. Price.

Hongkong Electric Team.

The following will represent the Hongkong Electric Recreation Club in a friendly match against the Police Recreation Club, at Happy Valley to-day.—H. F. Akhurst, C. H. Coutts, L. de Roux, J. C. Dunbar, C. E. Gahagan, H. S. Jones, J. F. Lunney, H. M. Marshall, W. N. H. Murdock, W. B. Muskett, and J. R. Way (Captain). Reserves:—G. T. Padgett and S. Deacon.

D.H.S. v Hongkong C.C. 2nd XI.

The Diocesan Boys' School will be represented by the following in their match against the Hongkong C.C. 2nd XI to-day on the Club ground.—Rev. W. T. Featherstone, J. L. Youngs, D. J. N. Anderson, W. H. Kwan, H. Lee, G. A. Lee, F. K. Lee, A. Prata, H. Jackson, and R. Rodd. Reserves: G. Winch. Scorer, A. T. Nomanbhoy.

Motor vehicles registered in British India up to March 31 last totalled 102,092 motor-cars, including taxi-cabs and 19,008 heavy vehicles.

SHAMEEN LAWN TENNIS.

MEN'S HANDICAP SINGLES.

The following are the results of the first round of the Men's Handicap Singles:

Bye, H. H. Benson (— 15).
W. F. Arndt (— 1/16) defeated L. B. Wood (— 1/80) 6/0, 6/2.

F. Gandossal (— 1/320) defeated W. R. Farmer (— 15) 6/3, 7/5.

Lieutenant Weir (— 1/16) walk over Surgeon-Lieutenant Maguire (— 1/320) scratched.

M. Brannwald (— 15) walk over, H. T. Buxton (— 1/16).

W. F. Gilman (— 1/320) walk over, Lieutenant Birch (— 40).

J. J. Moore (— 1/16) walk over, A. E. Arnold (— 15).

R. D. Wolcott (— 30) defeated K. Neckelman (+ 15) 8/6, 5/7, 6/2.

Lieutenant Currie (— 30) defeated M. Gavin (— 1/16) 6/1, 6/4.

J. H. M. Andrew (— 15) defeated M. A. Annett (— 30) 6/4, 9/7.

J. Platt (— 30) defeated J. Carnegie (— 15) 6/2, 6/1.

Gao. Duncan (— 1/320) defeated J. H. Sutcliffe (scratched) 6/1, 7/5.

C. E. Watson (— 40) defeated J. Krubber (— 1/16) 6/3, 6/0.

J. Linaker (— 1/16) defeated J. Hinke (— 1/320) 6/3, 6/3.

A. E. Pritchard (— 1/240) defeated V. E. C. Ferrier (— 1/240) 6/2, 6/3.

R. N. Bjuke (— 1/16) defeated J. C. H. Bonbright (— 1/40) 6/4, 3/6, 7/5.

Mrs. Eva Millard, of Fairlawn Cottage, Cooper's Hill, near Gloucester, died from injuries received when saving her child from being knocked down by a car.



Gifts FOR THE MAN.

When thinking of "his" present, remember that most men really do appreciate thoroughly good cigars, cigarettes, a pipe, pouch—or a smoker's requisite.

Our stock of cigars, cigarettes, tabaccoes, and smoking requisites is of the very best.

Come and see our Gifts.

THE GRAECO EGYPTIAN TOBACCO COMPANY.

Opposite Hongkong Hotel.

Colonel Christie, the former husband of Mrs. Agatha Christie, the novelist, has married Miss Nancy Neale, the daughter of Mr. C. W. Neale, of Risclo, Croyley Green, Hertfordshire.

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Very effective for table decoration.

Good lasting qualities.

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| Asparagus Ferns | 75 cts. Spray. |
| Maiden Hair Ferns | \$2.50 & 75 cts. |
| Roses: All Colours | 50 cts. |
| Lilac | \$1.00 |
| Sweet Peas | 75 cts. |
| Iris | 85 cts. |
| Dahlias | \$1.50 |
| Hyacinth | 95 cts. |
| California Poppies | 95 cts. |
| Autumn Leaves | 95 cts. |
| Bulrushes | 75 cts. |
| Daisies | 75 cts. |
| Catkin | 50 cts. |

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For Ladies in the Evening

*The Mode Turns to Long Points.
Untrimmed Bodices and Simple Necklines
To Give Impressions of Slenderness*



Long Panels
At the Sides
Give This
Brocaded Gown
Slenderizing
Grace and Chic

Red Lace
Over a Slip
Of Red Crepe
Combines to Make
This Gown
Colorfully Smart



The Fashionable Long Side Points
And the Molded Hipline Are Stressed
In This Printed Velvet Gown in Which
Red Flowers Glow From a Black Background



A Rose-Colored
Chiffon Gown
Is Worn With
A Fox-Trimmed
Velvet Wrap
Of the Same Shade



This Gown of Rose Chiffon
Is Simple Except for a Bow,
Puff and Panel Over One Hip
And a Chiffon Shoulder Flower



Delightfully Adapted for Dancing
Is This Beaded Creation Which Has
A Bolero-cut Blouse With a Neckline
Very Flattering to the Slender Figure

By FRANCES CLYNE.

Creator of the Gowns on This Page.

BE a little brown wren by day, if you like, but be a gorgeous peacock at night—that is if you take the fashion edicts of Paris seriously.

For evening styles have gone luxurious with a vengeance. Gone indeed are the days when a few yards of chiffon made a dance frock, and a beaded tunic a dinner gown.

This year's evening gowns are dramatic, colourful, exotic and scintillating. They have temperament and emotion, as well as richness and beauty. The wearer must "live up" to them rather than seem indifferent.

The obvious notes in the winter's evening styles, are, of course, the lengthened and more ample skirts, the higher waistline, and the untrimmed neck and shoulder line.

Practically every skirt is long at some point—and most of them are short somewhere else. Trains, formed by panels, side draperies or sashes are common enough. While skirts still have the irregular hemline, the points are more geometric and more methodical than they have been.

JEWELS and accessories are very important, and are really a part of the frock itself. Necklaces of coloured stones, intricately and oddly set, are very much the vogue, and so are bracelets.

The ensemble idea that is so popular for day, is also noticed in evening attire. A gown of silk or chiffon, has a velvet wrap of the same shade. Evening wraps of velvet come in plain and printed pattern, and are embellished with luxurious furs.

In evening attire, the bright colours are much the vogue, clear red, brilliant blue, and figured velvets showing bold patterns against a black background.

Tulle, the most perishable of fabrics which used to be associated only with very fluffy skirts and very fluffy women, is handled this year in an almost tailored fashion, the skirts being made of many folds flatly applied.

The smartest of these have tailored belts, caught with jewelled clasps. Two of my smartest models come in wine red and in a dark blue that is almost navy.

The lace gown of this year is quite a changed affair. For instance, the one shown at the top of the page is of a delicate lace—almost a shadow mesh—

embroidered in red silk to give the appearance of a coarser lace.

This model is in Chinese red, over a red crepe slip. The skirt almost reaches the floor in the back.

Bright blue dyed lace frocks are also featured in my collection and, of course, there are blacks and natural shades as well.

PRINTED velvet shows to excellent advantage in the model at the top of the page. It has bold red flowers on a black background. Here the long side points are featured, and the moulded hipline.

Quite similar in line, but very different in feeling, is the beaded model at the left. This has iridescent beads over a delicate pink chiffon slip. The deep oval line in front is very flattering and the blouse is cut bolero fashion so that a very straight, interesting line is achieved at the waistline.

The brocades of this year are much more supple and more wearable than ever before, and they are featured for both afternoon and evening.

A brocaded material never needs trimming, but it always needs skilful cutting. The model shown at the upper left gives a very slender, flat silhouette, since all the fulness is concentrated at the sides, which are full long panels. The square cut of the neckline is very good, and the long necklace of bright blue stones emphasizes the blue in the pattern.

An exceedingly sophisticated and thoroughly satisfying evening ensemble is shown at the upper right. This ensemble is formed by a rose-colour chiffon gown, with a velvet wrap of exactly the same shade, banded with beige fox.

A new note is struck here in the lining of the wrap—it is lined with the same velvet that makes the outside, and the whole effect is decidedly Parisian.

The deep cape may be adjusted more closely about the throat, if one desires, or if the weather requires it. Finishing the neckline with a puff of the velvet is decidedly new. The gown, shown at the extreme lower left, is quite simple, except for an ambitious bow, puff and long panel of the material over one hip and a very sophisticated flower at the shoulder line.



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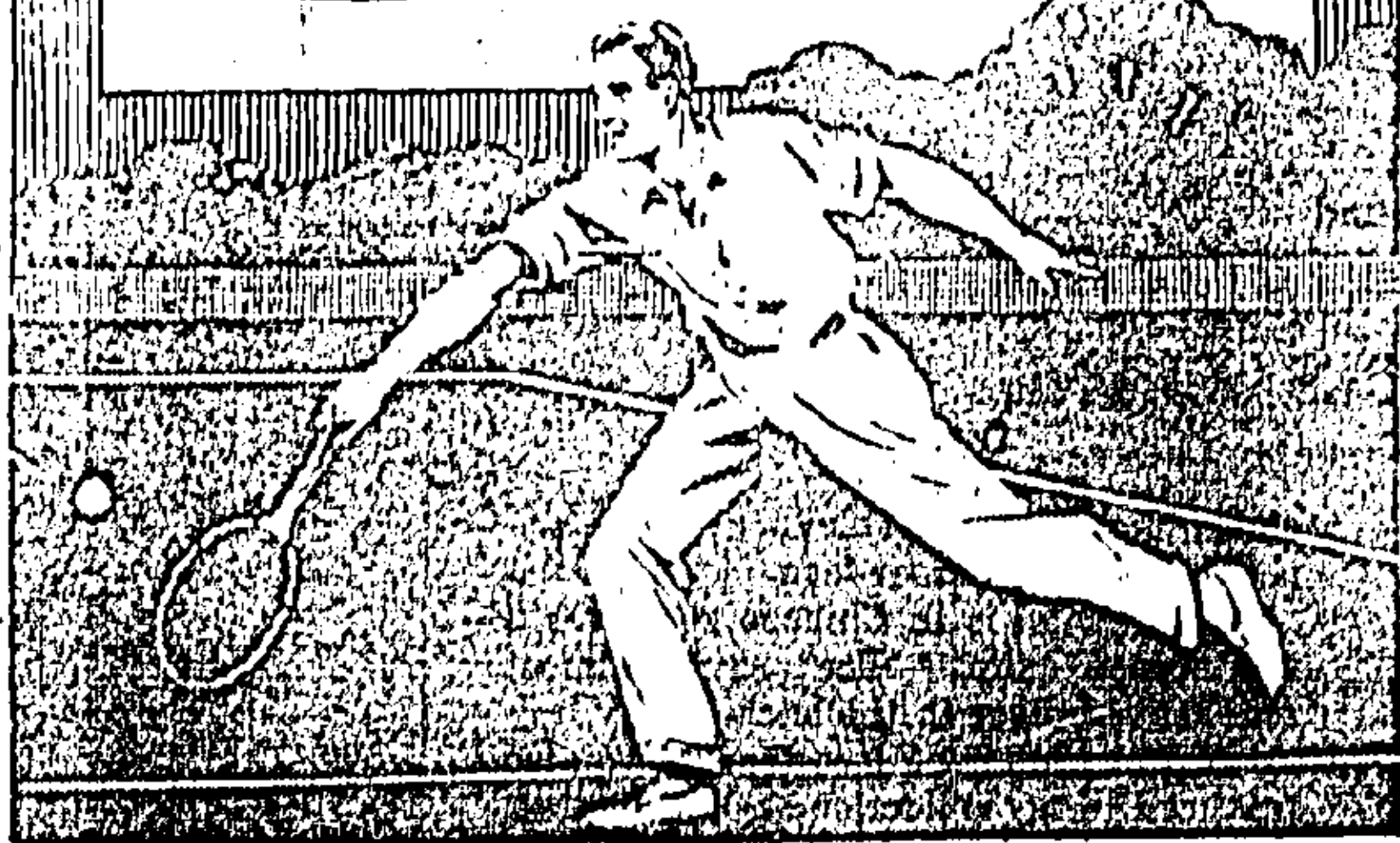
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in flavour
first
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THE NAVY'S CHOICE

Coates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE

EVERYWHERE.

SIR W. HORWOOD RETIRES.

FAREWELL MESSAGE TO THE FORCE.

London, Nov. 8.

Brigadier-General Sir William Horwood, Commissioner of Metropolitan Police since 1920, retired yesterday, his sixtieth birthday.

Viscount Byng of Vimy, the new Commissioner, will take up his duties at Scotland Yard to-day.

Sir William took his farewell of the rank and file at Scotland Yard standing at the head of the wide staircase in the main building. It was a short and simple ceremony, and lasted only a few minutes.

Before his leave-taking Sir William was presented with handsome gifts of silver from the senior officers, and the superintendents, the presentations being made by Rear-Admiral C. R. W. Roys, Deputy Commissioner, and Superintendent MacMillan respectively.

The retiring Commissioner, in a farewell message published in Police Orders, stated: "On relinquishing my appointment as Commissioner of the Metropolitan Police, after serving 32½ years in that capacity and 1½ years as Assistant Commissioner, I wish to express my deep sense of gratitude to the Force as a whole for the splendid help and support I have received from them during the whole period of my association with them."

"Calumnies."

"I do not refer only to that loyalty which every Commissioner expects and receives without question, but also to the innumerable personal services and kindnesses which I have experienced at the hands of all ranks and the recollection of which will remain with me so long as I remember anything."

"My farewell message to you is this: You are passing through a difficult time. Let this not discourage you. So long as you continue to do your duty honestly and fearlessly, you can afford to disregard calumnies and exaggerations, however widely circulated. Knowing the Force as I do, I am absolutely confident that it will emerge, as it has done from similar phases in the past, with added strength and with that universal public esteem which was so strikingly expressed at the time of the General Strike in 1926."

PARIS MYSTERY.

RATIFICATION BILL OVERLOOKED.

Paris, Nov. 7.

While deputies in the Chambers to-day were discussing the Cabinet crisis, they were surprised to have distributed to them a Bill proposing the ratification of the Churchill-Caillaux accord concluded in London on July 12, 1926, regarding the settlement of the French war debt to Great Britain.

The Bill is backed by M. Poincaré and M. Briand, and the strange thing about it is that it was actually deposited officially at the bureau of the Chamber as long ago as July 9, 1928.

No one heard anything about it at the time, and it was not until copies were distributed to-day that even deputies were aware of its existence.

Seldom has a secret been so well (though unintentionally) kept, for the ratification of the Churchill-Caillaux accord has been the subject of much discussion of late.

Nobody was quite sure of the intentions of the Government, though these were made perfectly clear in the Bill, which has been lying neglected at the Chamber of Deputies since July last.

The Government requested the ratification of the accord in 1926; but the Bill put forward then lapsed at the end of the Parliamentary session.

It may be recalled that the accord fixes the amount of the French debt to Great Britain at £653,127,900 and its repayment in 62 years, instalments rising from £4,000,000 in the financial year 1926-27 to £14,000,000 for the year 1957-58 to 1987-88.

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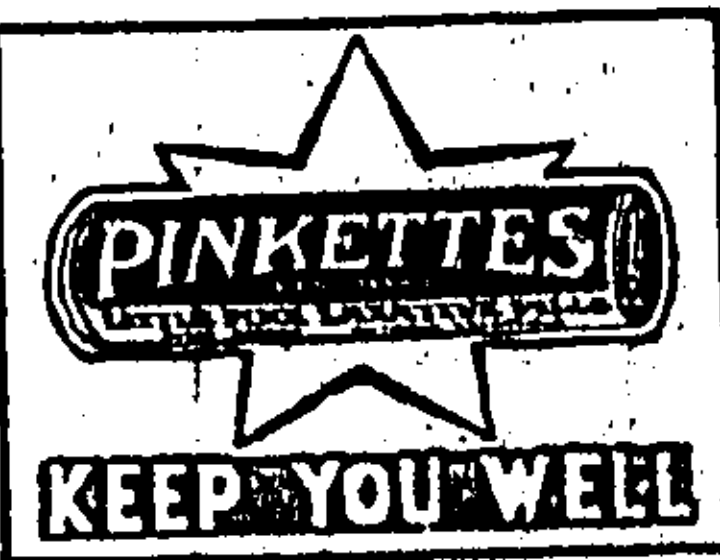
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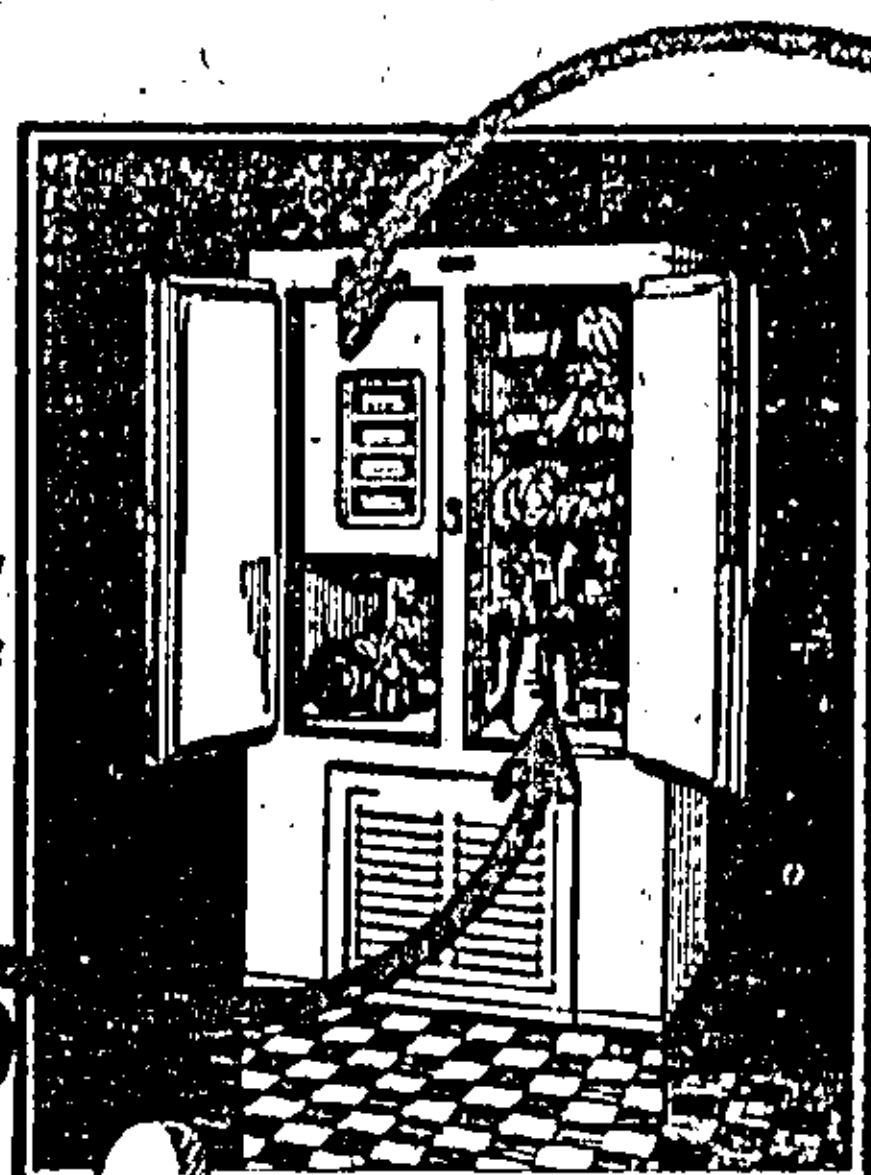
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|-------------------|----------|----------|---------|----------|-----------|
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| EMPEROR OF ASIA | Jan. 23 | Jan. 26 | Jan. 29 | Jan. 31 | Feb. 3 |
| EMPEROR OF FRANCE | Feb. 13 | Feb. 16 | Feb. 19 | Feb. 21 | Mar. 2 |
| EMPEROR OF RUSSIA | Mar. 6 | Mar. 9 | Mar. 12 | Mar. 14 | Mar. 23 |
| EMPEROR OF ASIA | Mar. 20 | Mar. 23 | Mar. 26 | Mar. 28 | Apr. 6 |
| EMPEROR OF FRANCE | Apr. 10 | Apr. 13 | Apr. 16 | Apr. 18 | Apr. 27 |
| EMPEROR OF RUSSIA | May 1 | May 4 | May 7 | May 9 | May 18 |
| EMPEROR OF ASIA | May 15 | May 18 | May 21 | May 23 | June 1 |
| EMPEROR OF FRANCE | June 5 | June 8 | June 11 | June 13 | June 22 |
| EMPEROR OF RUSSIA | June 26 | June 29 | July 2 | July 4 | July 13 |
| EMPEROR OF ASIA | July 10 | July 13 | July 16 | July 18 | July 27 |

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|----------------|---------------|-------------------|-----------------|
| Dec. 21 | Jan. 23 | EMPEROR OF ASIA | Dec. 24 |
| Jan. 11 | Jan. 13 | EMPEROR OF FRANCE | Jan. 15 |

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| | | | |
|--------------|-----------|--------------|-----------|
| PORTHOS | 18th Dec. | ATHOS II | 18th Dec. |
| CHENONCEAUX | 1st Jan. | D'ARTAGNAN | 1st Jan. |
| ATHOS II | 15th Jan. | SPHINX | 15th Jan. |
| D'ARTAGNAN | 29th Jan. | G. METZINGER | 29th Jan. |
| SPHINX | 12th Feb. | PAUL LEOAT | 12th Feb. |
| G. METZINGER | 26th Feb. | ANDRE LEBON | 26th Feb. |
| PAUL LEOAT | 12th Mar. | CHENONCEAUX | 12th Mar. |
| ANDRE LEBON | 26th Mar. | PORTHOS | 26th Mar. |

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N.Z. GOVERNMENT.

MINISTRY RESIGNS ON NON-CONFIDENCE VOTE.

Wellington, Dec. 7.

The Coates Government has resigned, as a sequel to the defeat of the Government by 50 to 23 on a motion of non-confidence proposed by Sir Joseph Ward (United Party), with which Labour joined.—*Reuter.*

[The recent elections in New Zealand foreshadowed this development. Three Independents pledged their support to Sir Joseph Ward, the leader of the United Liberals. He is thus able to command a greater number of votes than the old Government. The final state of the parties after the elections is as follows:

Reform Party (Gov.) ... 29
United Liberals ... 27
Labour ... 19
Independents ... 5
The Rt. Hon. J. G. Coates has been Prime Minister since 1925.]

REPARATIONS ISSUE.

BRITISH AND FRENCH CONSIDERATION.

London, Dec. 7.

The British Government yesterday received the French Government's suggestions for a draft reply to be sent to the German note of October 30 in connexion with the setting up of a committee of experts to inquire into and complete a definite settlement of the reparations problem.

These suggestions, which have been made in the light of the views of other Governments recently communicated to M. Poincare, are now being carefully considered by the appropriate departments of the British Government.—*British Wireless.*

CHINA'S TREATIES.

POSSIBLE SETTLEMENT WITH JAPAN.

Tokyo, Dec. 7.

The departure to Shanghai of Mr. Tokonami this evening is causing much conjecture, especially as he intends meeting the leading Nationalists, afterwards proceeding to Manchuria.

There is reason to believe that Baron Tanaka will listen to any suggestions he may make after his return. Baron Tanaka may modify his China policy, accordingly, with the purpose of ensuring support to Mr. Tokonami's Shinto party during the coming session of the Diet, thus ensuring a Government majority.

It is believed Mr. Tokonami would like to see Japan supporting the Nationalists, in return for recognition of Japan's predominant economic interests in Manchuria.—*Reuter.*

Sir Miles Lampson Arrives at Nanking.

Nanking, Dec. 7.

Sir Miles Lampson arrived at Pukow this afternoon, and was met by the British Consular officials, Dr. C. T. Wang, and others.

Sir Miles Lampson held a short conference with Dr. Wang aboard the train, after which both crossed to Nanking aboard H.M.S. Cockchafer.

To-night Dr. Wang will be the host at a large banquet, at which Sir Miles Lampson and the Swedish Charge d'Affaires, who is now at Nanking, will be guests of honour. Marshal Chiang Kai-shek and the presidents of five *yuans* are expected to be present.

To-morrow, Sir Miles Lampson is calling on Marshal Chiang Kai-shek, and on Monday is holding the first formal meeting with Dr. Wang.—*Reuter.*

MARSHAL MISSING.

YEN HSI-SHAN EXPECTED IN NANKING.

Nanking, Dec. 7.

Marshal Yen Hsi-shan arrived early this morning and was welcomed by Marshal Chiang Kai-shek and other prominent members of the Government.—*Reuter.*

Mysterious Disappearance.

Shanghai, Dec. 7.

The earlier Nanking message concerning Yen Hsi-shan was an official statement. Reuter's Nanking correspondent states that up to a late hour this evening, Yen Hsi-shan had not arrived. This afternoon the Pukow Railway officials stated that Yen was not travelling in Sir Miles Lampson's train, but just behind the British Minister. Later, the same officials stated there was no news of Yen's train and his whereabouts were unknown.—*Reuter.*

HINKLER'S TRIBUTE.

WONDERFUL PERFORMANCE BY AEROPLANE ENGINE.

London, Dec. 7.

Squadron Leader Bert Hinkler, at the Royal Aeronautical Society last night, discussed some of his experiences during his memorable flight to Australia in fifteen and a half days, when he flew throughout on an Avro Avian light aeroplane, with only a thirty-eight horse power Cirrus engine.

He paid handsome tribute to his aircraft and engine, which had already covered fifteen thousand miles before he left England, and which had covered some forty thousand miles without, so far as he could see, any deterioration.—*British Wireless.*

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"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Feb.
* Passenger Steamer. Fares to London: 1st Class £80; 2nd Class £65.

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via Kobe & Yokohama
"TYNDAREUS" 13th Dec. Victoria, Vancouver & Seattle
"PROTEUS" 3rd Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"EUMAEUS" 11th Jan. New York, Boston & Baltimore

INWARD SERVICE

For
"PHILOCTETES" 11th Dec. Shanghai, Moji, Kobe Yokohama
"AENEAS" 15th Dec. Shanghai, Tsingtao & Dairen

PASSENGER SERVICE

"HECTOR" 24th Dec. Singapore, Malacca & London
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Pres. Madison ... Tues. Dec. 18th Pres. Cleveland ... Tues. Dec. 11, 8 a.m.
Pres. Jackson ... Tues. Jan. 1st Pres. Hayes ... Tues. Dec. 25th
Pres. McKinley ... Tues. Jan. 14th Pres. Taft ... Tues. Jan. 8th
Pres. Grant ... Tues. Jan. 28th Pres. Jefferson ... Tues. Jan. 21st

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Pres. Monroe ... Sun. Dec. 16, 8 a.m. Pres. Hayes ... Sun. Jan. 27, 8 a.m.
Pres. Wilson ... Sun. Dec. 30, 8 a.m. Pres. Polk ... Sun. Feb. 10, 8 a.m.
Pres. V. Buren ... Sun. Jan. 13, 8 a.m. Pres. Adams ... Sun. Feb. 24, 8 a.m.

To Manila

Pres. Madison ... Dec. 8th, 6 p.m. Pres. Jackson ... Dec. 22nd, 6 p.m.
Pres. Monroe ... Dec. 16th, 8 a.m. Pres. Wilson ... Dec. 30th, 8 a.m.
Pres. Pierce ... Dec. 18th, 6 p.m. Pres. Taft ... Jan. 1st, 6 p.m.

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| STAMERS | DUE HONGKONG | DUE TO SAIL |
|---------|--------------|---------------|
| OHANGTE | In Port | 14th December |
| TAIPING | 4th January | 11th January |
| OHANGTE | 8th February | 15th February |
| TAIPING | 8th March | 15th March |

*Calls at Hullo.

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| Destination. | Steamers. | Sailings. |
|--|---|---|
| TO TSINGTAU via SWATOW & SHANGHAI | Yatsing Kwongsoang Hangsang Kwaisang | Sun. 9th Dec at 7 a.m. Wed. 12th Dec at 7 a.m. Sun. 16th Dec at 7 a.m. Wed. 19th Dec at 7 a.m. |
| TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE | Namsang | Fri 14th Dec at 7 a.m. |
| TO MOJI & KOBE | Gulsang | Satur. 22nd Dec at noon. |
| TO STRAITS & CALCUTTA | Gulsang Hosang | Satur. 8th Dec at 3 p.m. Satur. 15th Dec at 3 p.m. |
| TO SANDAKAN | Mausang Hinsang | Thurs. 13th Dec at noon. Wed. 19th Dec at noon. |
| TO CANTON | Kwongsoang | Sun. 9th Dec at 6 p.m. |
| TO TIENTSIN via WEIHAIWEI | Yusang Choongshing | Sun. 9th Dec at 7 a.m. Sun. 16th Dec at 4 p.m. |

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| Sailings from Hongkong—Daily at 8 a.m. | (Sundays and 10.00 p.m. only). |
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HONGKONG-MACAO LINE.

FROM HONGKONG.

FROM MACAO.

8.00 a.m. "SUI AN" from Wing Lok Wharf. 8.00 a.m. "WING ON" 2.00 p.m. "WING ON" from Wing Lok Wharf. 2.00 p.m. "SUI AN"

MACAO RACE MEETING SPECIAL EXCURSION TO MACAO.

ON SUNDAY, THE 9TH DECEMBER.

| | |
|---------------------|---------------------|
| HONGKONG TO MACAO | MACAO TO HONGKONG |
| 9.00 a.m. "TAISHAN" | 5.00 p.m. "TAISHAN" |

RETURN SALOON PASSAGE FARE: \$5.00

Notice:—a.s. "TAISHAN" will sail from and return to the Hongkong Wharf.

Above sailings are subjected to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

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Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

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| Motor Vessel "GLENBEG" (Via Oran) | 12th Dec. |
| Steamship "GLENIFFER" (Via Oran) | 9th Jan. |
| Motor Vessel "GLENSHANE" (Via Oran) | 6th Feb. |
| Steamship "CARDIGANSHIRE" (Via Oran) | 6th Feb. |
| TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK. | |
| Steamship "CARMARTHENSHIRE" | 15th Dec. |
| Steamship "GLENSHANE" | 31st Dec. |
| Motor Vessel "GLENNOLE" (Via Oran) | 7th Jan. |
| Steamship "CARDIGANSHIRE" | 21st Jan. |
| Motor Vessel "GLENAMOIY" | 11th Feb. |

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RUBBER SHARES.

REDUCTION IN LONDON STOCKS.

Messrs. Carroll Bros. report that with London stocks down by a further 1,470 tons (making present stocks in hand of 18,724 tons) the price of rubber has remained very steady.

The continued steadiness in the price of rubber has led to a better enquiry for shares. Sellers, however, are difficult to locate.

Present quotations are:

| | |
|---------------|--------|
| Ayer Panas | \$0.20 |
| Balgownie | \$1.60 |
| Glenalys | \$1.50 |
| Kuala Sidim | \$3.00 |
| Kundongs | \$2.10 |
| Kedahs | \$3.10 |
| Lunas | \$1.65 |
| New Serendahs | \$2.25 |
| Perak Rivers | \$1.60 |

JUMBLE SALE.

SUCCESSFUL FUNCTION AT UNION CHURCH.

A jumble sale of work was held by the lady members of the congregation of Union Church at Kennedy Road yesterday. Woolies and other knitted articles, as well as day and evening dresses of a serviceable and reasonable kind, made up a varied collection of work which was disposed of without any great difficulty.

The last sale of work, held in May of this year, realised the goodly sum of £40, which was sent to charities at

MAN OVERBOARD!

EXCITEMENT ON "STAR" FERRY LAUNCH.

Those who travelled from Kowloon to Hongkong yesterday, at 3.15 p.m., by the ferry launch Golden Star, witnessed an aged Chinese hawker's attempt to commit suicide whilst the launch was in mid-harbour.

A cry of "man overboard" was raised from the third class deck, and a Chinese was shortly afterwards seen struggling in the water. The ferry at once stopped. Meanwhile, a Naval Yard launch, which happened to be near the scene at the time, promptly threw a life-buoy to the hawker, which the man accepted.

The naval boat, after hauling the old man from the water, handed him over to the custody of the coxswain of the Golden Star.

According to a police report, the man, a would-be suicide, is sixty years of age and a hawker living at Canton Road. He was removed to the Kowloon Hospital on the Golden Star's return to Kowloon.

Home. It is expected that the proceeds of yesterday's sale will enable a useful sum to be devoted to local charities.

Amongst the ladies who organized and assisted at the sale were: Mrs. P. D. Wilson (Hon. Secretary), Mrs. O. Pryce (Hon. Treasurer), Mrs. McNeillie, Mrs. McLean, Mrs. H. Wilson, Mrs. Calvert, Mrs. Goodall, Mrs. Muir, Mrs. F. C. Young and Mrs. J. Mitchell.

MODERN WIRELESS.

MAJOR MILES' LECTURE ON A POPULAR HOBBY.

(Concluded.)

The use of Short Wave has been eagerly taken up by the professional users.

For example, at Stonecutters, in addition to handling all the traffic of the China Station on it, we are in communication every night with the Admiralty.

The useful working period varies according to the time of year.

In June we can work from 2 a.m. to 6 p.m.; this month we can work from 9.30 p.m. to 6 a.m.

The reason for the difference depends on the fact that the effect of sunlight is bad, especially in the tropics.

Thus, sunrise here stops communication abruptly at 6 a.m.

In summer the sun sets in England about 9 p.m., which is 6 a.m. here, and we can only start working about 8 hours before that time.

In winter, of course, the sunset is much earlier, so the useful working period is considerably extended.

On the wave we use we can therefore work from 8 hours before the English sunset up to the time of sunrise in Hongkong.

The evil effect of sunshine is attributed to the ionizing action of the sun's rays on the upper atmosphere, bringing the Heavily-side layer lower down, and ionizing the atmosphere below it irregularly.

These short waves, instead of starting off over the surface of the earth close to the station (like long waves) and losing a lot of their energy in the surrounding country, such as Taimoshan and the Peak, shoot off upwards at an angle of about 40°, strike the Heavily-side layer, and reflect down again, very much like the water from a garden hose.

Thus there is a certain area close to the station in which the short waves cannot be heard. This is the only drawback to them that I know of.

Besides my own station, the G. P. O. operate very efficient services from Hongkong, working with Manila, Borneo, Indo-China, etc., which are used both for ordinary public traffic and for the weather reports from which the typhoon warnings are compiled.

Short Wave Broadcasting.

The British Broadcasting Co. are also using short waves for experimental programmes.

Their London programme is transmitted on three different wavelengths—firstly, about 360 metres, for receivers close to the station; secondly, about 1500 metres, for more distant receivers in England; thirdly, about 24 metres, for the colonies and Dominions.

This last programme can generally be received in the Colony between the hours of 3-6 a.m. in summer and 10 p.m. to 6 a.m. in winter.

The receiver required is fairly simple to handle, and costs about \$200 to buy.

Of course, the hours are very inconvenient; but I think that difficulty will be overcome in time, as there are indications that a wave of the order of 16 metres will get through daylight all right.

The ideal arrangement for an Empire broadcast system could be for an English station to transmit a succession of programmes at times suited to the after-dinner

CONSIGNEES' NOTICES.

WILH. WILHELMSEN. The NORWEGIAN AFRICA and AUSTRALIA LINE.

The Steamship, "RENA"

The above vessel having arrived from Norway via ports on 6th December, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

Goods not cleared by the 18th December will be subject to rent.

All broken, chafed, and damaged packages are to be left in the godown where they will be examined on 12th December at 10 a.m.

No claims will be admitted unless notified and/or application for survey made in writing within seven days after landing of the goods, or in any case before the goods are taken delivery of.

Claims will not be recoverable unless complete accounts are sent in within fourteen days of final discharge of vessel.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

THORESEN & CO., LTD.

Hongkong, 6th December, 1928.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Vessel, "TELEMACHUS"

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 6th December.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage.

No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 12th December will be subjected to rent.

All claims against the Steamer must be presented to the undersigned on or before the 26th December, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th December, 1928.

SINGAPORE, 6th December, 1928.

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P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S. Tons From Hong-kong (about) Destination

KASHMIR 8,985 15th Dec. Marseilles & London

NALDERA 14,088 22nd Dec. Bombay, M'los & London

MANTUA 10,946 5th Jan. Bombay, M'los & London

KALYAN 9,144 19th Jan. Marseilles, L'don & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA 6,949 12th Dec. S'pore, Penang & Calcutta

TALAMBA 8,018 21st Dec. S'pore, Penang & Calcutta

TALMA 10,000 5th Jan. S'pore, Penang & Calcutta

B. I. APCAR Line steamers have excellent way accommodations for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS 4,500 25th Dec. Manila, Sandakan, Thurs.

ARAFURA 6,000 1st Feb. 1929. Island, Townsville, B'bane

TANDA 6,656 1st Mar. Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route to India and Australia.

Frequent connections from Australia with the following lines:—

The Union S. S. Co.'s Steamers to London via Suez Canal.

The P. & O. Royal Mail Steamers to London via the Cape.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TRESILLIAN 10,000 15th Dec. S'hai, Moji, Kobe & Yok

TALMA 10,000 14th Dec. Amoy, S'hai, Moji, Kobe & Osaka

GAZANA 5,284 19th Dec. Moji, Kobe & Osaka

KALYAN 9,144 21st Dec. S'hai, Moji, Kobe & Yok

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bldg., Connaught Rd., C. Agents.

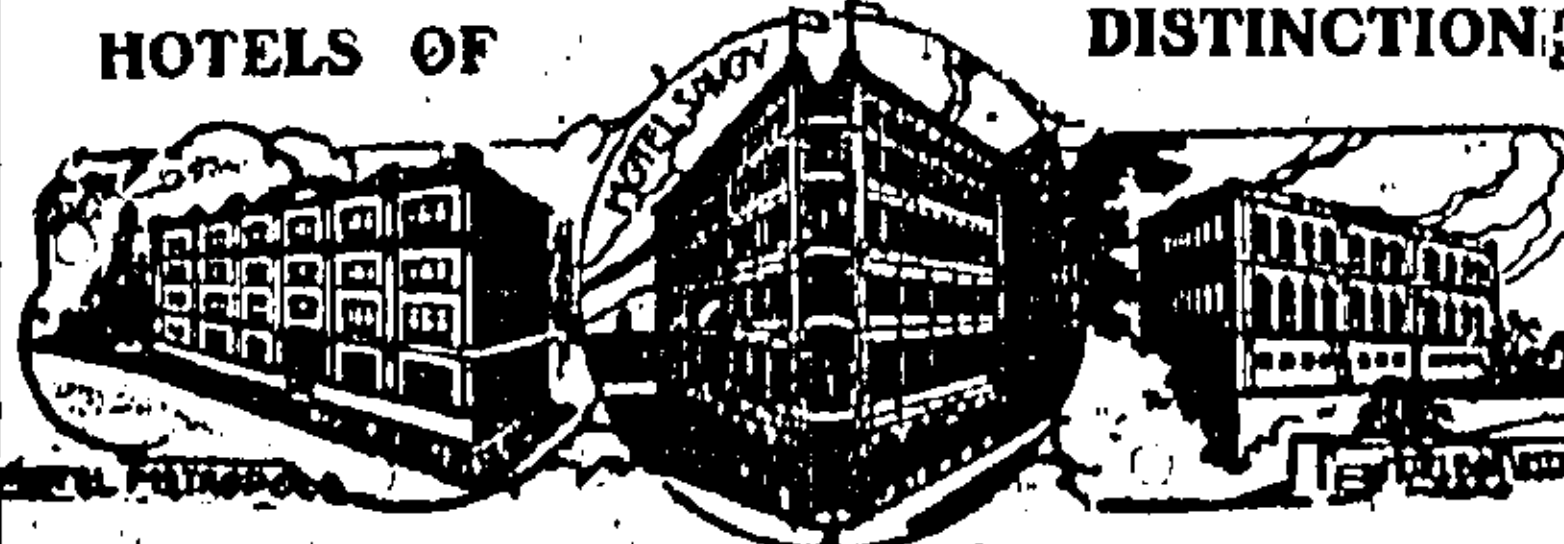
P. & O. Bldg., Connaught Rd., C. Agents.

P. & O. Bldg., Connaught Rd., C. Agents.

P. & O. Bldg., Connaught Rd

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.
Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.
TEA DANCES:
Monday, Wednesday and Friday, from 5 to 7 p.m.
Hotel launch meets all steamers.
(\$45 for thirty Tiffin Tickets can be had at the Office of the
above Hotel).
Tel. Add: "Victoria." J. H. WITCHELL, Manager.
Telephone C. 878.

HOTELS OF DISTINCTION

METROPOLE—SAVOY—BOA VISTA

KOWLOON HOTEL
KOWLOON.
Under the Personal Supervision and Attention of
Mr. & Mrs. H. J. WHITE.
Phone Nos. Cables "KOWLOTEL"
K. 608 & K. 609. Hongkong.

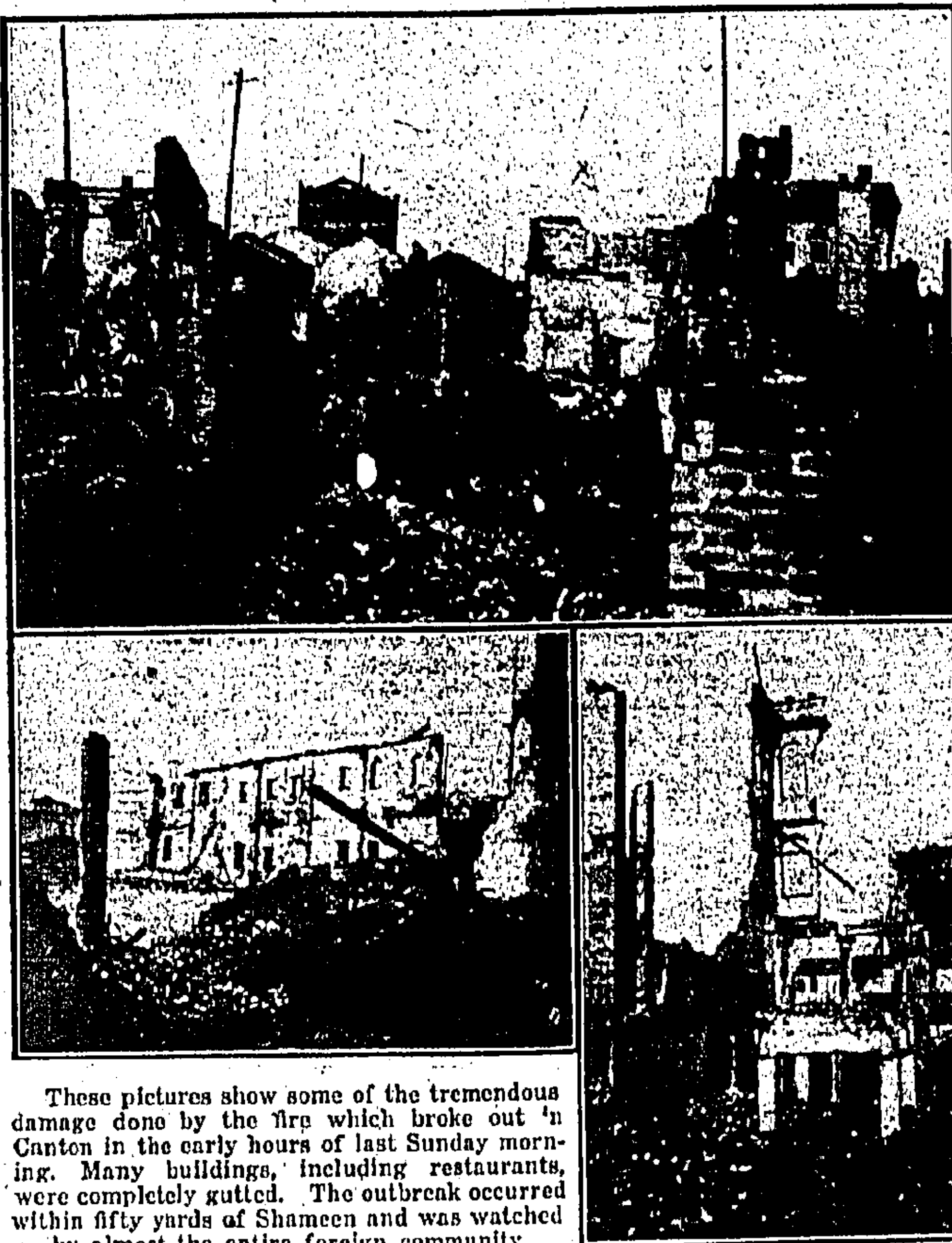
PALACE HOTEL.
Tel. Kowloon No. 3. Tel. Address: "Palace."
UNDER ENTIRELY EUROPEAN MANAGEMENT.
A first-class Residential and Tourist Hotel with all the conveniences
of a Home.
Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; families specially catered for.
MRS. J. H. OXBERRY, Proprietress.
Hotel newly renovated.

EUROPE HOTEL
Cables: "EUROPE" Singapore.
SINGAPORE
After dinner dancing every
Tuesday, Thursday and Saturday.
Grill
THE EUROPE HOTEL LTD.
Arthur E. Odell, Managing Director.

RUNNYMEDE HOTEL LTD.—PENANG
(Incorporated in the Straits Settlements)
LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.
Hot and Cold Running Water. Modern Sanitary System.
Highest Quality Catering. European Chef.
PRODUCTS DIRECT FROM LONDON MARKET.
WILLIAM HAROLD FERRY—Manager

Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction
THE HOTEL RIVIERA,
MACAU.
Cable Address: "RIVIERA, MACAU."

LAST SUNDAY'S DESTRUCTIVE FIRE AT CANTON.



These pictures show some of the tremendous damage done by the fire which broke out in Canton in the early hours of last Sunday morning. Many buildings, including restaurants, were completely gutted. The outbreak occurred within fifty yards of Shamen and was watched by almost the entire foreign community.

FOR EMIGRANTS TO CANADA.

REDUCED STEAMSHIP FARES ARRANGED.

ONLY £10 FOR THE TRIP.

London, Dec. 7.
Mr. L.M.S. Amery, Secretary for the Dominions, stated in the House of Commons to-day that the Government had reached an agreement with British steamboat lines for the quotation of special rates for British subjects normally resident in Great Britain and Northern Ireland who wished to proceed from this country to Canada for the purpose of permanently residing in the Dominion.

The rate would be £10, against the existing ocean rate for third-class passengers of £18 15s. The agreement would come into operation on January 1st.

The passenger rate of £2 for agricultural families remained the same.

This was entirely an arrangement between the British Government and the steamship companies.—British Wireless.

LESS ANXIETY FOR THE KING.

(Continued from Page 1.)

ward is almost without kit.—*Reuter.*

Duke of Gloucester Sails.

Capetown, Dec. 7.
The Duke of Gloucester sailed for home to-day in the liner "Balmoral Castle." A large crowd, including the acting Governor-General, Sir William Solomon, Vice-Admiral D. M. Anderson, the Commander-in-Chief of the African Station, and representatives of the Ministry of Defence and other departments, were on the quay to bid him farewell.

The Duke was loudly cheered as he stepped up the gangway, and the cheering was renewed as the vessel slowly crept out of the harbour.

Wherever possible, the people of South Africa, English, Dutch, black and white alike, accorded the Duke of Gloucester remarkable unrehearsed welcomes during his dash to Capetown.

An instance was at Beaufort West, the capital of the Karroo.

A crowd at the railway station was headed by the town clerk, a veteran Dutchman, who conveyed greetings of sympathy, and dwelt on the honour he had felt at welcoming other Royalties on various occasions. The natives formed a picturesque background to a demonstration of loyalty at historic Matfeking.

At intervals on his long railway journey from North Rhodesia, the Duke of Gloucester descended from the train to take walking exercise. To the Duke's regret, it was night when the train passed the Boer War battlefields. His great feat during his hunting trip was bagging a black-maned lion.—*Reuter.*

WASTEFUL PETROL COMPETITION.

SIR JOHN CADMAN'S TALK IN AMERICA.

OIL PEACE OR WAR?

Chicago, Dec. 7.
What seems to have been an appeal for Anglo-American co-operation in the oil industry was made by Sir John Cadman, the chairman of the Anglo-Persian Oil Company to-day, in the course of an address at the annual session of the American Petroleum Institute.

Sir John Cadman urged that an endeavour should be made to secure co-operation everywhere in the development and distribution of petrol in order to conserve as far as possible the world's petrol supplies.

Sir John also pointed out in much detail the many objections to any company sending tankers to parts of the world which could only be reached by passing other producing and exporting centres en route.—*Reuter's American Service.*

There has been much speculation of late regarding the meaning of the combine of exporting companies in the United States and the distribution merger recently effected between the Anglo-Persian and the Royal Dutch.

Financial circles have been wondering whether the mergers mean petrol war or petrol peace. Sir John Cadman is evidently making a bid for peace.

CANTON AIRMEN DELAYED.

HELD UP BY BAD WEATHER

Shanghai, Dec. 7.
The Canton plane, "Pearl River," did not arrive here from Hangchow to-day, as expected. A Hangchow message says that on account of heavy rain and generally unfavourable weather, the pilot, Col. Chan Hing-wen, decided to postpone the trip until to-morrow.

Members of the Shanghai Aviation Club are making preparations to give a warm welcome to Col. Chan Hing-wen and his colleagues at a dinner party to be given at the Chinese Chamber of Commerce.

It is most likely that the airmen will meet here the first party of fliers who have arrived on the Ryan monoplane piloted by General Cheung Wei-cheung.

Mr. Herbert Sayer, of The Hawthorne, Whitlow, Sheffield, governing director of Messrs. H. C. Sayer and Son, meat traders, left £22,761 net personality £24,836.

Mr. Sayer directed that his son's benefits under his will shall accumulate until he shall have reached the age of 40 years, and that until he shall reach that age he shall not receive any pecuniary benefit under it.

COLONY'S FINANCE IMPROVES.

CREDIT BALANCE IS AGAIN INCREASED.

NEARLY \$6½ MILLIONS.

A further increase in the Colony's credit balance is revealed in the latest financial statement, which covers the period up to the end of August.

The balance at the end of the month was \$6,498,607, as compared with \$6,110,555 on July 31st.

The total revenue for the month was \$1,831,937, compared with \$1,655,497 for the same month last year.

The month's expenditure came to \$1,443,685, as against \$1,680,498 in 1927.

For the eight months from January to August inclusive, the revenue totalled \$15,432,804, compared with \$13,246,403 last year, whilst the respective expenditure figures were \$12,919,768 and \$12,459,498.

MANILA SHOWS.

ALL READY FOR OPENING TO-NIGHT.

To-night will see the much-advertised Manila Shows ready for display on the Praya East reclamation. The shows arrived Wednesday and have been working night and day getting things ready for the opening.

There has been a small army of Chinese at the ground for the past two days watching the employees of the shows, who consist principally of British Indian subjects and Filipinos, erect the huge riding devices that will furnish the blizest part of the Manila Shows entertainment.

It is a very interesting sight to see the shows being erected, as several of the units weigh several tons, and one ride, the seaplane, takes a space one hundred feet in diameter.

Besides the shows and rides, there will be tea houses and a restaurant, also various concessions that are generally found at a fair.

There has been some talk of a trade show for Hongkong next year and if this would materialise the same organisation that is bringing the Manila Shows to Hongkong would offer to bring the amusement features for this show to Hongkong as they are the largest firm in the Orient handling such outdoor attractions.

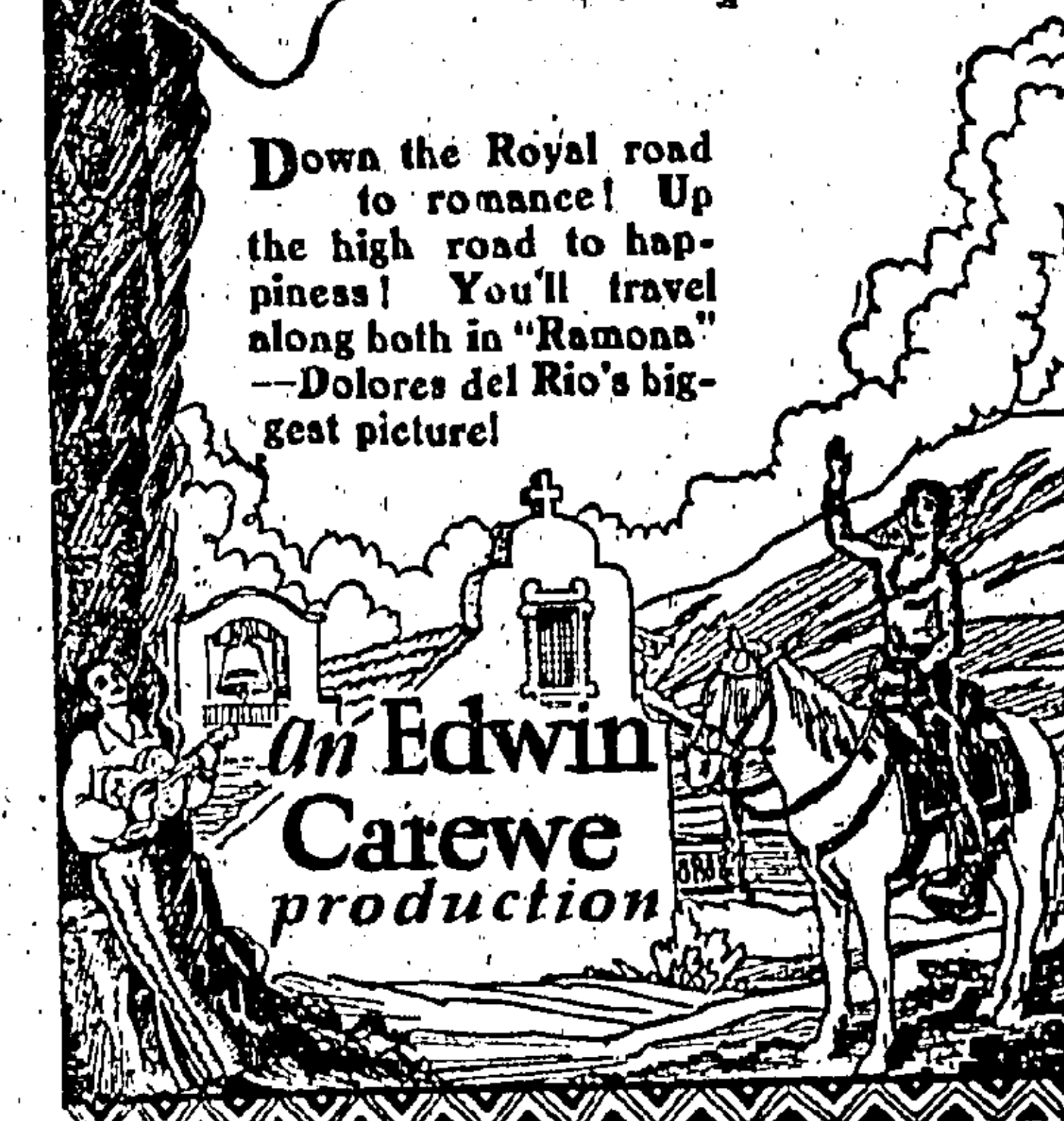
The Manila Shows will remain in Hongkong for quite a long time, at least until after Christmas. They have shown that is especially interesting for the Chinese and it will no doubt take many days before the native population can all see the offerings. The gate admission is only ten cents.

The Manila Shows will open at 6 p.m. to-night and will at least offer something new and interesting. It can therefore be said that it will fill a welcome place in Hongkong.

INSPIRATION PICTURES INC. & EDWIN CAREWE

DOLORES DEL RIO in "RAMONA"

Helen Hunt Jackson's FAMOUS LOVE CLASSIC
Supported by WARNER BAXTER, ROLAND DREW, VERA LEWIS & MICHAEL VISAROFF.
SEE IT FOR YOUR THRILL SUPREME!



Down the Royal road to romance! Up the high road to happiness! You'll travel along both in "Ramona"—Dolores del Rio's biggest picture!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

A GREAT, SUPER COMEDY!



Containing all the thrills of filmdom and just as many laughs!
THE PRINCE OF SKYLARKERS—
Harold Lloyd
in **Safety Last**
AT THE WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20.
Intermission 2.30 & 7.15.

WARNER BROS. presents
'ACROSS the PACIFIC'
with **Monte Blue**
An absorbing story of the Spanish-American war in which a secret service agent meets with some thrilling adventures!
AT THE STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.